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HONGKONG, MONDAY, JULY 30th, 1900.

壹拜禮

號十叁 月柒年百九千壹英港

PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

A HIGH CLASS WINE. CHAMPAGNE— BOLL & Co.

PRICE:—
PER CASE 1 DOZ. QUARTS..... \$40
PER CASE 2 DOZ. PINTS..... \$42

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A. S. WATSON & CO., LIMITED,
WINE MERCHANTS.

Established 1841.

CUTLER, PALMER AND CO.

WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central.

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month
by month. It is of Superb Quality and of
UPPER PALMER & Co.'s SELECTION.
Sole Agents for—
LANE, CRAWFORD & CO.
Hongkong.

JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.

This World-renowned,
Fine Old Highland Whiskies are shipped
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are obtainable in Hongkong of
G. C. ANDERSON,
No. 13, Praya Central.
Hongkong, 26th July, 1897.

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Price \$10.75 PER DOZEN
NET

Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSEN & CO. Hongkong.
**HONGKONG HIGH-LEVEL TRAM-
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7.30 a.m. to 8.30 a.m. Every quarter of an hour
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9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Com-
pany's Office, 39 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st May 1899.

HOTELS.

VICTORIA HOTEL.

SHAMEN—CANTON.

THIS FIRST CLASS HOTEL having
been thoroughly renovated, and a new
specially built 3 Storey wing added to it, now
affords splendid Accommodation for 40 to 50
Visitors.

The Bed Rooms are airy and comfortably
furnished and the Dining and Sitting Rooms
are spacious and replete with every convenience
for Tourists.

Excellent Cuisine and Best Wines.
The Hotel's Best boards all Steamers on
their arrival and departure.
Telephone address "VICTORIA, Canton."
A. B. C. and A. Codes used.

MADAR & FARMER, T. F. DA CRUZ,
Proprietors.
Hongkong, 16th November, 1899.

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BOULEVARD CHARNER AND RUE
D'ORMY, SAIGON.

THE Undersigned respectfully beg to in-
form the Public that they will take over
the above ESTABLISHMENT from the 1st
August next.

They recommend their excellent Anglo-
French cuisine. Drinks of the best quality only
are served. Hongkong and Singapore papers.
Three minutes' walk from the flagstaff.
ROMARDSON & CO.,
Proprietors.
Hongkong, 11th June, 1900.

BISMARCK & CO.,

27 & 28A, PRAYA CENTRAL.

NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION and COAL
MERCHANTS, Hongkong and Port Arthur. CONTRACTORS for the GERMAN
and FRENCH NAVY in Hongkong, RUSSIAN NAVY, CHINESE EASTERN RAIL-
WAY CO., RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur. 1115

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(PURE TREBLE DISTILLED WATER ONLY USED.)
"A PERFECT TABLE WATER."

"An AERATED WATER of the Highest Quality both from a Manu-
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"Either drink no Water at all or drink only DISTILLED
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Telephone 75.

CALBECK, MACGREGOR & Co.,

AGENTS, AQUARIUS COMPANY,
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[34a]

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HONGKONG HOTEL,

OVERLAND TRUNKS, LEATHER KIT BAGS, SUMMER UNDERWEAR (in
SILK or INDIA GAUZE),
AND
WHITE CANVAS BOOTS and SHOES, &c., &c.

[35a]

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FRESH SUPPLY JUST RECEIVED

IN PRIME CONDITION.

PRICE PER 1 LB. TIN \$0.80

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[32a]

LANE, CRAWFORD & CO.

[32a]

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DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & Co.,

17A, QUEEN'S ROAD, HONGKONG.

[390]

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ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned—

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT,

\$22.50 PER DOZ. \$20 PER DOZ.

Distinguished by 4 Stars on the label.

This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassell.

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\$14.25 PER DOZ.

A fine, full, and fruity wine.

AMOROSO SHERRY,

\$20 PER DOZ.

LA TORRE SHERRY,

\$16.75 PER DOZ.

A natural and most pleasant wine to the taste.

BENEDICTINE LIQUEUR—

D.O.M.,

\$39.75 PER DOZ.

Very soft, palatable, and mature.

VER YBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—**SIEMSEN & CO., HONGKONG.**

[1033]

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WATKINS' FRUIT SYRUP

WITH PLAIN OR AERATED WATER MAKES A MOST DELICIOUS AND

REFRESHING BEVERAGE.

RASPBERRY. **BANANA.**

BLACKBERRY. **STRAWBERRY.**

LEMON. **LEMON SQUASH.**

PEACH. **ORANGE.**

PINEAPPLE. **CHERRY, &c., &c.**

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CHEMISTS AND AERATED WATER MANUFACTURERS.

66, QUEEN'S ROAD CENTRAL, HONGKONG.

[112]

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HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SODA WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

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HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE
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CONTRACTORS TO H. M. GOVERNMENT.

MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.,
"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the
best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on
Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR"
METALLIC BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES.
ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-
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FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities.
"CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts
to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.

Chief Superintendent THOMAS SKINNER.

Superintendent ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

[37a]

ROBINSON PIANO CO., LD.

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS
OF ALL THE FAMOUS MAKERS.

AMERICAN, ENGLISH AND GERMAN.

EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH
BY THE MAKERS AND OURSELVES.

ROBINSON PIANO CO., LD.

[1447]

KELLY & WALSH, LD.

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Being Notes on Various Subjects Con-
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SANDOW'S OWN COMBINED DEVE-
LOPER JUST LANDED. [30]

[36a]

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ALWAYS ON HAND THE BEST MARKS.

FROM
"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES.

J. M. DE ZUNIGA,

Entrance: ICE HOUSE STREET (Victoria Hotel)

GREEN ISLAND CEMENT COMPANY,

PORTLAND CEMENT.

\$5.00 per Cask of 37½ lbs. net ex Factory.

\$3.00 per Bag of 50 lbs.

SHEWAN, TOMES & CO.

General Managers.

Hongkong, 2nd July, 1900. [1696]

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having
a first class Machine, and the above Es-
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We are Agents for the famous "NEW
HOME" and "MONOPOLE" CYCLES,
and we also supply fitting of every description.
Repairs can be had in second hand Machines.
Repairs executed with promptitude and skill.
Emulating a specialty.

McKIRDY & CO.

43 & 43A, QUEEN'S ROAD EAST.

Hongkong, 3rd November, 1899. [4346]

[4346]

NOTICE OF FIRM.

WE have This Day ESTABLISHED
ourselves in Business, under the Firm
Name of SPOONER & WILSON, as
GENERAL PASSENGER BROKERS and
COMMISSION AGENTS.

J. J. SPOONER,
H. WILSON.

Address: Koon Sun Hong, 34, WING ON LANE,
Hongkong.

[1882]

[1882]

[1882]

Arrivals, Departures and other Shipping Intelligence will be found on pages 6, 6 and 7.

INSURANCE.

THE

STANDARD LIFE ASSURANCE CO.

is one of the largest and best known of the
British Life Offices.

Funds exceed Nine Millions Sterling.

Annual Revenue over One Millions One
Hundred and Fifty thousand.

For full Particulars, rates, &c., apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 9th November, 1900. [1-1873]

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and
Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from
Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by
Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE.

[44]

THE PEAK HOTEL.

City Office: 7, Duddell Street. [1028]

HOTEL CRAIGIEBURN.

PLUNKET'S GAE, THE PEAK, near the
Tram Terminus.

Tel. 56.

For Terms, apply to the

MANAGER.

Hongkong, 2nd July, 1900. [1029]

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG.

A

FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly
Spacious Rooms.

Very MODERATE TERMS to FAMI-
LIES, by the DAY, WEEK, or MONTH.

SINGLE ROOMS from \$4 a day, inclusive
of BOARD and ATTENDANCE. [45]

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-
rooms, elegantly furnished.

The Hotel is situated near all the Banks and
Principal Offices in the Colony.

Special Attention paid to the Comfort of
Guests.

Cuisine excellent; under Experienced Ma-
nagement.

Terms Moderate.

A. FONSECA,
Manager.

Hongkong, 1st December, 1899. [46]

"BOA VISTA" HOTEL

MACAO.

THE only FIRST CLASS HOTEL in the
Colony. Moderate terms by the day or
month. European Management.

MACAO is distant 40 miles West of Hong-
kong and the journey is made each day (Sun-
days excepted) by the Magnificent Saloon
Steamer "HEUNGSHAN" in 3 hours, leaving
Hongkong at 2 p.m. and Macao at 8 a.m.

Connection made by Company's Steamer to
and from Canton.

Tourists should not miss the chance of
visiting this famous old City.

For Terms, apply

J. H. CHESNEY,
Manager.

Telegraphic Address: "Boavista." [1034]

HING KEE HOTEL.

(ESTABLISHED 1873)

MACAO.

THIS First class and well-famed establish-
ment is pleasantly situated in the centre
of PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well-furnished Bed-

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.

AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1st FLOOR.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS

Established A.D. 1841.

SCOTCH WHISKY

- Per Case 1 doz.
- A—THORNE'S BLEND, White Cap-
sule..... \$10.80
- B—WATSON'S GLENORCHY, MEL-
LOW BLEND, Blue Capsule, with
Name and Trade Mark 10.80
- C—WATSON'S ABOLOUR-GLEN-
LIVET, Red Capsule, with Name
and Trade Mark 12.00
- D—WATSON'S H.K.D. BLEND OF
THE FINEST SCOTCH MALT
WHISKIES, Violet Capsule 14.40
- E—WATSON'S VERY OLD LIQUEUR
SCOTCH WHISKY, Gold Capsule 15.00
- THORNE'S BLEND and WATSON'S
GLENORCHY are high class Soda Whiskies,
of greater age than most brands in the
market.

ABOLOUR GLENLIVET is a very old Peat
Whisky (smoky) and could not now be
replaced in stock at the price.

D is well known for its fine flavour.
E is of superb quality and pronounced by
leading local connoisseurs to be the best
brand in the Hongkong market.

A. S. WATSON & CO., LIMITED,
WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

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Only communications relating to the news columns
should be addressed to this Bureau.
Correspondents must forward their names and
address with communications addressed to the Editor,
not for publication, but as evidence of good faith.
All letters for publication should be written on
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No anonymously signed communications that have
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P.O. Box 33. Telephone No. 12.

BIRTHS.

At 4, Kimberley Villa, Kowloon, on the 29th
July, the wife of Mr. W. C. JACK, of a son, [2100]
On the 17th July, at Mac'au, Weihaiwei, the
wife of C. F. HOOD, of a son.

DEATHS.

On the 23rd July, at 1 a.m., at his residence,
No. 10, The Bund, Shanghai, DAVID BLAND, aged
65 years.
On the 23rd July, at his residence, 14, Tien-
dong Road, Shanghai, CHAS. LUDWIG BREITFELD,
late pilot of the steamer *Kiangfoo*, aged 62 years.

The Daily Press.

HONGKONG, July 30th, 1900

As far as Central China is concerned, the
telegram which reached us from Shanghai
yesterday afternoon brings the most serious
item of intelligence since the beginning of the
present crisis. The murderous outbreak of
anti-foreign feeling so far south as Chu-
chowfu, in Chekiang, cannot fail to arouse
the greatest anxiety for the safety of the
region at the mouth of the Yangtze, and
above all for the Settlements at Shanghai.
It is true that the telegram announces that
the prefect and four of his yamen-runners
perished with the missionaries, but while
this tends to show that the officials are re-
maining loyal to their undertaking, it also
proves that the rising is a strong one and
capable of overcoming the local authorities.
There is a distinct note of uneasiness in the
last part of the telegram describing the
energetic preparations of the Yangtze Vic-
eroys and the strengthening of the forts.
The fact of Admiral Seymour remaining at
Woosung indicates that it is not only the
people of Shanghai who think that the situa-
tion needs careful attention. With regard
to the Woosung forts, which rumour makes

the object on which the foreign warships
near the mouth of the Yangtze are keeping
a watch, the old batteries near Princess
Wharf, Woosung, were dismantled recently
after Woosung was declared an open
port, but the existing batteries at Setze-
lin, eight miles nearer the Yangtze, and
these forts have good guns commanding the
anchorage and the river entrance. In the
unhappy event of a rupture with the Yang-
tze Viceroy it would be these forts with
which the allies would have to deal.

We have, however, no real indications that
the Yangtze Viceroy intend to abandon
their wise and patriotic action of refusing
to acknowledge the existing Government of
Peking, unless it can be proved that their
military preparations are greater than are
necessary for protecting their provinces
against the pretended "Imperial" troops
from the north. It is natural enough that
Shanghai should feel anxious at the busy
aspect of affairs in the Yangtze Valley, and
caution demands that Admiral Seymour
shall keep as many ships as can be spared
to watch the Settlements. Events are amply
proving the wisdom of putting Hongkong
on as strong a footing as possible, and em-
ploying it as a secondary base, from which
all emergencies in Central China can be met.
Owing to the tardy recognition of this ne-
cessity by the home Government, any rapid
spread of trouble in Chekiang and the neigh-
bouring region may place us in an awkward
position; but the energetic manner in which
transports and warships have been hastened
forward to China has gone a long way to
repairing years of wilful blindness and ne-
glect. As was the case in South Africa, we
have risen to the occasion and done far
better in the matter of mobilisation than
anyone could have anticipated. But this is
a small item on the credit side to put against
previous apathy. "All's well that ends
well" is not the motto of statesmen.

In the 24 hours preceding noon on Saturday
there were reported two fresh cases of plague
and two deaths.

Next Monday, 6th August, being Bank
Holiday, will be observed as a holiday by the
Government Departments.

Owing to the bad weather the march-out
arranged to take place in connection with the
Volunteers on Saturday was abandoned.

The appointment of Messrs. W. M. Goodman
and H. E. Pollock to be of Her Majesty's Coun-
cil for the Colony is notified in the *Gazette*.

Fifteen people appeared before Mr. Hazeldan
for offending against the law as regards
cubicles, evidence being given by Inspector
L. C. Brett. The defendants were ordered to
remove the cubicles within a week.

Chun Pak Un, a marine store dealer, carrying
on business in Wing On Street, was charged on
remand on Saturday with receiving an iron
block, valued at \$30, which had been stolen
from Messrs. Fenwick and Co. by a Chinaman
who was sentenced to two months' hard labour
for the theft. His Worship, however, did not
consider the evidence strong enough to convict
and discharged the man. Mr. Reese was for
the defendants.

Mr. Reese appeared at the Magistracy on
Saturday and asked for a re-hearing of the case
arising out of a fight between two gangs of
coolies in Des Vaux Road a few days before.
One of the coolies was slashed on the side with a
chopper, and the man who did this was sen-
tenced to four months' hard labour, four others
being sentenced to a month each. The applica-
tion was granted, bail being fixed at \$250 on
the first prisoner and \$25 on each of the other
four.

The Italian cruiser *Fieramocca*, which arrived
in the harbour from Singapore on Saturday,
brought Admiral Count Camillo Cavour with
her. She is a 2nd class cruiser, built at
Leghorn and launched in 1883. Her principal
figures are:—displacement 3,600 tons; i.h.p.
7,700; armour, gun-position 5 in., deck 14 in.,
guns, two 9.8 in.; six 6 in. Q.F., one 2.9 in., five
3.2 in., eight 1.4 in., two maxims; torpedo tubes
4; speed 17.5 knots; and complement 315.
The Austrian cruiser *Kaiserin Maria Theresa*
also arrived on Saturday. We have already
given her figures.

At the Happy Valley on Saturday evening the
burial of the remains of two men from H.M.S.
Goliath, who met their deaths the previous after-
noon, took place. The blacksmith's mate (Jones)
and a marine artilleryman named W. McNicols
were engaged in doing some repairs to the double
bottom. Having occasion to return to the deck
for something Jones unthinkingly let the hatch
down. About ten minutes afterwards he sud-
denly remembered what he had done, and rush-
ing back to the hatch opened it and saw
McNicols lying apparently unconscious at the
bottom. He lost no time in getting down
below, but before he could render his comrade
any assistance he too was overpowered by the
poisonous fumes emanating from the double
bottom of the ship. Seeing how things were
the blacksmith next went below and at once
became unconscious. One of the officers man-
aged to attach a rope to the body of the black-
smith, who was hauled up, and removed to the
Naval Hospital in a precarious condition. The
bodies of Jones and McNicols were subsequently
got up. The sad affair has cast a gloom over
the war vessels in the harbour.

General Frey and staff, of the French Army,
with 183 men, arrived at Nagasaki on the 20th
and left for Taku on the 21st inst.

The sailing ship *Stainfield*, which has been
bought by Messrs. Shawan, Tones, and Co., is
being dismantled and will presumably be used
as a hulk.

Mr. W. W. Rockhill has been appointed by
President McKinley Special Commissioner, and
Chargé d'Affaires in China for the United
States.

L'Echo de Chine reports that Li Hung-chang
undertook to transmit a telegram from the
French Consul-General at Shanghai to M.
Pichou at Peking.

The P. and O. steamer *Chusan*, with the out-
ward English Mails, left Singapore for this
port at 1 p.m. on the 28th inst., and is due here
at about 1 p.m. on the 2nd prox.

The U.S. transports *Indiana* and *Flinthire*
arrived at Nagasaki on the 21st inst. from
Manila with the 14th Regiment and details.
They left for Taku on the 23rd.

It is notified in the *Gazette* that Her Majesty
has graciously approved of the appointment of
the Hon. R. M. Gray to be Unofficial Member
of the Legislative Council.

The Portuguese cruiser *Adamastor* is expect-
ed to arrive at Macao to-day or to-morrow. She
will come to Hongkong to coal and then proceed
north.

The U.S. hospital ship *Relief*, which arrived
at Nagasaki on the 20th from Manila, has an
ambulance corps on board, composed of 100
men. The above corps will be the only one of its
kind acting with the allied forces in North
China.

The U.S. gunboat *Nashville*, which conveyed
the *Oregon* to Kure, was expected at Nagasaki
on or about the 24th inst. from Kure, and will
be docked at this port. The *Brooklyn* was also
due at Nagasaki from Taku. She will remain
for some time to undergo repairs to her engines.

Enquiries which have been made lead to the
conclusion that the four men who called at a
house in Queen's Road East, while the occupier
was away, and helped themselves to whisky and
cigars were not connected with the Royal
Engineers.

Prince Giva, of Corea, who has been studying
in Tokyo for some years, has decided to pro-
ceed to America. He left Tokyo by train on
the morning of the 17th for Yokohama, where
he was to embark on the *Hongkong Maru*, which
left for San Francisco at noon the same day.
Mr. Asada, the Vice-Minister for Foreign
Affairs, and many others, saw the Prince off at
Tokyo.

Mr. Erich Georg says in his Weekly Share
list, dated Hongkong, 28th July.—With the
exception of Indo-China, in which a very fair
business has been done, hardly anything has
transpired in other stocks during the week
under review, which has ruled very dull, al-
though rates have not undergone any material
changes, which fact speaks well for the sound-
ness of most of our stocks, if political complica-
tions and the scarcity of financial facilities are
taken into consideration. The latest news from
the North is more reassuring.

In a certain club in Tokyo, says a correspon-
dent of the *Nagasaki Press*, four members were
seen betting as to which army—Russian or
Japanese—would get to Peking first. "Now the
majority think the former army will get there
first, provided the Japanese have not yet landed
at Shanhaikwan. The chances are greatly in
favour of the Russians, but the moment it
becomes known that the Japanese have landed
at Shanhaikwan the situation will be probably
reversed. Indeed, the condition is that, in case
of the Japanese landing, four weeks are to be
allowed for a Russian delay, in respect of the
greater distance from Manchuria to Peking
than from Shanhaikwan."

MOVEMENTS OF TROOPS FROM
INDIA.

YESTERDAY'S ARRIVALS AND DEPARTURES.
Three more transports arrived from India
yesterday, viz.—the *Sirha*, with the Madras
Sappers and Miners (4 British and 4 native
officers, 191 men, 75 followers, 6 horses and 90 mules),
a Photo Printing Section, 39th Field Hospital
(1 British Officer, 7 men, 66 followers, 1 horse,
and 3 mules), and two Special Service officers
with 5 followers and 3 horses; *Duke of Portland*
with 63rd Native Field Hospital (2 British offi-
cers, 11 men, 113 followers, and 2 horses), and
30th Bombay Infantry (13 British and 17 native
officers, 696 men, 100 followers, and 45 horses);
and the *Vivara* with the 63rd Field Hospital
(2 British officers, 12 men, 123 followers, and
4 horses), and 26th Bombay Infantry (11 British
and 16 native officers, 722 men, 71 followers,
and 20 horses). The *Sirha* left for Weihaiwei
the same afternoon.

LATEST STEAMER MOVEMENTS.

The N. D. L. steamer *Prinz Heinrich*, carry-
ing the German Mails with dates from Berlin
of the 9th July, left Colombo on Friday, the
27th instant, and may be expected here on or
about Wednesday, the 8th proximo.
The P. & O. steamer *Chusan* left Singapore
for this port on the 28th instant, at 1 p.m., with
the outward English Mails, and is due here on
the 2nd August about 1 p.m.
The C. P. R. steamer *Empress of Japan* left
Yokohama on Friday, the 27th July, for Victoria
and Vancouver.
The C. P. R. steamer *Empress of China*
arrived at Shanghai at 1 a.m. on Saturday, the
28th inst., and left again at 9 p.m. same day
for Hongkong, where she is due to arrive at 9
a.m. to-morrow.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 27th July, 8.44 p.m.

FOREIGNERS MURDERED AT
PAOTINGFU.

All foreigners were murdered, and their
premises burnt at Paotingfu, on the 7th
instant.

ANOTHER CHINESE ASSURANCE.

H. E. Yuan Shikai telegraphs Consul-
General Warren that the Ministers were
safe in Peking on the 24th instant. The
Chinese Government were supplying the
Ministers with fresh meat and vegetables.

CHRISTIANS AND FOREIGNERS
MASSACRED IN SHANSI.

A telegram from Hsianfu states that
on Monday last the Shansi native Christians
were massacred, and five foreigners.

NATIVE REPORT FROM PEKING.

A prominent native banker, who escaped
from Peking on the 7th instant, states that
all the Legations were then destroyed; and
the foreigners had all disappeared. He
himself was too scared to enquire as to their
fate. General Tung's troops left Peking on
the 7th instant. The city was then quiet.

SHANGHAI, 29th July, 3.52 p.m.

OUTBREAK SOUTH OF THE YANG-
TZE—NINE MISSIONARIES
MURDERED.

Nine China, inland missionaries, also, the
prefect and six yamen-runners, are reported
to have been murdered at Chuchowfu in
Chekiang.

LOYAL NATIVE CHRISTIANS IN
MONGOLIA.

The Belgian missionaries at Jehol in Mon-
golia report that with the help of the native
Christians they can defy the Boxers' attacks
for an indefinite time.

GREAT PREPARATIONS ON THE
YANGTZE—WHAT IS THE
OBJECT?

Admiral Seymour remains here with a
large fleet. The Yangtze Viceroy is rap-
idly arming and strengthening the forts,
ostensibly against the rebel Emperor and
Boxers.

THE WAR VOTE FOR CHINA
AND AFRICA.

LONDON, 27th July, 8.30 p.m.

Speaking on the War Vote Mr. George
Wyndham stated in the House of Commons
that three millions sterling were required
for China. Fifty-three millions and a half
were sanctioned for Africa, and eight and a
half are wanted for terminal charges.

THE WAR IN SOUTH
AFRICA.

LONDON, 27th July, 8.30 p.m.

FRENCH NEAR MIDDLEBURG.

General French has now reached a posi-
tion seven miles' distance from Middleburg.

LONDON, 28th July, 8.25 p.m.

GEN. HUNTER SETS FREE SOME
PRISONERS.

General Hunter is at Fouriesburg, where
he found Mrs. Steyn and several British
prisoners.

THE DE WETS.

Piet De Wet has surrendered at Kroon-
stad. General Broadwood is watching
Christian De Wet at Reitzberg. It is un-
officially reported that General Roberts has
refused a conditional surrender.

REUTER'S SERVICE.

LONDON, 28th July.

THE SOUTH AFRICAN WAR.
Communication with Pretoria is restored.

BRITISH SUCCESSES.

General French has captured a good many
prisoners. General Broadwood, who is closely
following Commandant De Wet, captured five
wagons near Vrolijkheid and is now waiting to
be joined by General Little. General Baden-
Powell reports from Majuba pass that 450 men
drove 1,000 Boers from a very strong position,
inflicting considerable loss.

Boer's correspondent at Broekers Spruit,
24th inst., says that the general advance east-
ward is progressing. General French with two
brigades to the South, General Potts-Carew in
the centre and General Hamilton and Col.
Mahon to the North, had arrived practically
unopposed, and expected to advance on Middle-
burg without fighting. The Boers who are
evacuating all their positions are reported to be
moving towards Lydenburg.

LONDON, 26th July.

THE CRISIS IN CHINA.

New South-Wales has resolved to despatch
a military force to serve with the Imperial
force in China.

THE RISING IN ASHANTI.

Major Willcocks has captured the Ashanti
War Camp at Kokofu and has been promoted to
Colonel.

LONDON, 26th July.

THE WAR IN SOUTH AFRICA.

Lord Roberts reports from Balmoral, 25th
inst., that General Alderson yesterday attacked
the enemy. General French turning their left
the enemy fled. Generals French and Hutton
are pursuing.

General Hunter attacked a position to the
South of Bethlehem on the 23rd and 24th inst.;
the attack failed, casualties 50. On the 25th
inst., however, General Hunter gained the key
to the position.

BRITISH REINFORCEMENTS FOR
CHINA.

The *Rome* has taken 12 officers and 270 men
for China, mainly artillery men.

LONDON, 27th July.

PARLIAMENT.

At a dinner of the College of Surgeons Lord
Rosebery referred to the rumours of a dissolu-
tion and said that Lord Salisbury disavowed
any knowledge of such.

THE EXPORTATION OF ARMS
TO CHINA.

A French decree prohibits the export of
arms to China and contiguous countries.

THE CRISIS IN CHINA.

TIENTSIN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]
Tientsin, 28th July.

Two more naval 12 pdr. guns with their
crews arrived here yesterday from the *Terrible*,
and have considerably strengthened our posi-
tion, which is, to say the least of it, a very tight
one.

The enemy appears to get strengthened daily,
and prepare properly organised attacks on the
town, getting to within 200 and 300 yards of
our defences. All day long there is a drizzling
pour of bullets and a crashing of shells, which,
when night falls, cease; having every day left
ample traces of the day's deluge both in damage
to life and property. We are anxiously await-
ing heavier guns, so as to see what effect they
will have amongst these Celestial savages. No
one ever seems to know what is going to be
done, and the tension at times is very great
on those waiting for orders that some day never
arrive, the men have after being told to "stand
by."

If the troops now here were under the direct
command of the Admiral, I am sure that Tien-
tsin would not now be at the mercy of Chinese
shot and shell. There is naturally a delay where
so many authorities have to be consulted and so
many various interests to be considered. To
ensure making these operations a quick success,
there must be a strong united action amongst
the allied forces, viz., a good General Staff with
absolute power—each foreign unit merged into
one force with a specific object in view, and all
political differences sunk until Peking is occu-
pied by the allied troops. At present we much
resemble the Paris Exhibition, each section run-
ning its own department and competing for high-
est honours.

Yesterday it rained torrents, and the Chinese
shelled our positions with eight guns; it was
like a thunderstorm—real rain, the bursting
of shells making up for the thunder. Our losses
were great, especially at the Railway Station,
which was occupied by British, French, and
Japanese. I saw the marine officer in com-
mand of the British to-day, who said the behav-
iour of his men was admirable under such
trying circumstances, the enemy having got
within 250 yards of his position. I do not
know what class of troops the Japanese
fought against during the late war, but it is
doubtful if they belonged to the class of Chinese
now opposed to us. The shooting of these fel-
lows is excellent and their range perfect.
Their shells burst with a fearful report into
very small pieces—their shrapnel being neatly
timed, seldom failing to burst where it is
evident they mean it to. The *Terrible's* men
say that things are very much more lively
here than in Natal, their casualties already
being nearly double to what was out there.
Boer shell and rifle fire is put into the shade
by these untrained (?) Chinese.

I am sorry to say that Major Morris has
gone to Taku; and the men of the R.W.F. are
grieved to lose him—dysentery having already
claimed him for one of its victims. This regi-
ment is doing some good service as also is the
Hongkong Regiment, the fighting they hoped
to see having gone far beyond their expectations.
They seem proud of this opportunity of dis-
tinguishing themselves after so many disap-
pointments abroad. Some Naval guns are going
out to-night against the opposite side of
the river, where they are to be entrenched for
the attack which is expected to come off to-mor-
row. An attack on the Chinese walled city is
expected to-morrow, though it is not definitely
settled—the merchants do not like the idea of

its being done. All the women and children
leave here at noon to-day; they have had some
wound experiences since the disturbances began,
and the strain is beginning to tell on them.

The sanitary state of the town is wretched,
and sickness must soon break out if it is not soon
seen to. Barriers of bags filled with rice have
been erected in the streets, which stink
and create maggots by the million, besides
forming. The Naval Brigade are unloading
timber so as to have the lighters ready for
stores, and as 30 days rations for 1,000 of our
men, has arrived, it looks as if an advance will
soon be made. All the wounded who could not
be sent down are doing very well, and the troops
are generally in the best of health and look none
the worse for the wear and tear they are passing
through.

Tientsin, 6th July.

On Wednesday last, 4th inst., a part of the
British Contingent of Royal Marines, under
Captain Mullins, of the *Terrible*, was ordered to
reinforce the French and Japanese troops who
were holding the Railway Station. Before that
it had been held by the Russians, who had a
very rough time of it for several days, but by a
fresh arrangement it is to be held by the British,
French, and Japanese in three sections. Beside
Marines, 50 of the Hongkong Regiment
under an English officer accompanied the force,
which took over the position at 8 a.m. The
British held the Engine House, which was pro-
tected also by a barricade of railway sleepers.
The platform and buildings were occupied by
the French; and the buildings by the river held
by the Japanese. Things remained quiet till 3
p.m., when a lot of Chinese were discovered mov-
ing out cautiously from the native city into a
burnt village. It was difficult to find out what
were their intentions, so a heavy rifle fire at 1,000
yards was opened on them which soon brought
them out in force. They worked themselves
under cover till they got quite 250 yards from
our position, and took up a post in some mud
huts. The firing now became very heavy, and a
strong force of Bluejackets, under Commander
Granville, R.N., came doubling up to reinforce
us, accompanied by a Maxim gun. The Chinese
Regiment, under Colonel Bower, also came as
supports. The Maxim was placed in position
and worked by the Marines. Unfortunately
black powder was fired from this gun, which
rather upset the plan of playing on the
enemy when they retired, as it was quickly dis-
covered by the Chinese Artillery. Seven shells
were placed near the gun in less than three min-
utes, each one bursting, severely wounding the
captain of the gun and two others of its small
crew. Owing to the turn things had taken, the gun
was withdrawn and everyone took cover behind
the platform; this was about 4.30 p.m. They
now turned their guns on the station itself,
and kept up the fire for half an hour, when the
fire ceased and we re-occupied our original posi-
tions, the enemy giving us no further trouble for
the night. Everyone worked particularly well,
no excitement whatever prevailing, and things
have been quiet since. The French and Japanese
had several casualties during the fighting.

Tientsin, 8th July.

We have had further fighting again to-day,
though of a desultory nature. The naval guns
were moved out to play on the snipers. An
able seaman of the *Terrible* had his right arm
shattered by a shell, of which a numerous quan-
tity have been fired at us to-day, besides the
usual supply of rifle fire.
The Chinese appear to be getting as thick as
locusts, and hover around our positions watching
for a weak point.
Last night five shells were dropped into the
place where the *Centurions* are quartered, killing
two and wounding four. This ship has now a
total of 173 killed and wounded, about 21 of the
former. As will be remembered they formed
the strongest British section with the Admiral.
Two four-inch guns that fire Lyddite arrived
this morning, and the ardent ratings here are
mounting it under the direction of a Naval
Engineer; when complete it should pro-
duce some good results. The Admiral is
hoping to get some mounted 4.7 guns up
shortly, which would give the British a
great lead from an artillery standpoint.

Nearly all the Europeans left here on the 5th
inst.; they had practically been living under
ground through the bombardment.
News of each other's doings is difficult to
obtain in consequence of having to remain al-
ways ready for immediate action.

LATER DETAILS.

The N. C. Daily News special correspondent
writes as follows on the 16th inst.—
CURIO-HUNTING EXTRAORDINARY.
Look! Look! Look! is the order of to-day—
and at exceptionally rich opportunity. Tien-
tsin native city, with its population of more
than a million, is being steadily despoiled. The
treasures and yamens, with their large quanti-
ties of silver ingots, have been broken open,
officers and men struggling with civilians for
possession of the treasures. It needed but a few
hours for the taking of thousands of pounds
worth of silver, in addition to which many
private dwellings were shorn of their valuables.
The chief difficulty is the carrying away of the
stuff. This looting started on the fourteenth,
and continued to-day, when the authorities con-
fiscated, for the benefit of the soldiers, every-
thing that had been brought into the settle-
ments by civilians.

WITHIN THE CITY.

Words are hard to find to describe the awful
state of affairs in the city. Thousands of corpses
blister in the streets under the terrible sun, and
the hot air is laden with noxious odours. A
great part of the city is still burning, and the
great glare of the conflagration throws a lurid
light on the surrounding country when dark-
ness falls.

A CHANGE OF DEMEANOUR.

There is a remarkable change in the behaviour
of the natives towards Europeans. During the
past few days they have become positively
obsequious.

OUTPORT NEWS.

AFFAIRS AT HOIHOW.

In consequence of the threatening state of affairs in Hainan several Europeans arrived from the Island last week. Several Europeans were left behind in Hoihow and further inland, but we expressed the hope that the *Clara*, which arrived from Hoihow on Friday night, would bring news that after all no trouble had arisen. We are glad to say that up to the *Clara* leaving Hoihow all was quiet, and the prospects more reassuring.

STUDENTS AT WUCHOW.

About 1,000 students from up country are at present at Wuchow. They purposed proceeding to Peking for the examinations, but are prevented from doing so by the trouble up North.

ADMIRAL SEYMOUR AND THE FRENCH NAVY.

The following are the Order of the Day addressed by Admiral Seymour to Admiral Concorde of the French navy, and that of Captain de Marolles communicating to his men Admiral Seymour's appreciation:—

"Tientsin, 17th June.

"The expedition of the allied naval forces with the aim of reaching Peking and helping our respective Legations having now come to a close, in my position as the Senior Naval Officer of the forces of the various nations engaged, I have the honour to address your Excellency with the view of expressing my very high opinion of—

1.—The valour and ready dash of Captain de Marolles and of all those placed under his orders, in their co-operation and in the assistance I received from them.

2.—The energy and zeal displayed without a single day in face of the most varied circumstances by the French officers and sailors, whose courage did honour to their brilliant traditions, were such that I cannot find words to praise them sufficiently.

Although it may seem to be beyond my duty to commemorate the conduct of an officer who has not been put under my command, I cannot close this letter, your Excellency, without expressing the value I attach to the work and assistance of Captain de Marolles of the *D'Entrecasteaux* and all his subordinates, and without stating that in the different engagements in which they took part with us in a manner worthy of the high traditions of the Great National French Navy they showed themselves to be what I was sure I should find them. Allow me the pleasure of insisting again on this subject.

"(Signed) Seymour."

"The chief commander is proud, as will be all the men of the column, of a testimony of such high authority accorded by an Admiral of whom they have constantly admired the bravery, notably when he marched in the midst of them to the assault of the villages north of Peking, in comparing their dash to that of the old French Infantry."

"Since the return of the column, the chief commander has learnt what the officers and men who remained at Tientsin have done. He has seen for himself in the last few days, that all have displayed the same vigour and the same devotion to their country. He knows that in the dangers to come he can count upon all to maintain before the foreigners who surround us the honour of our Navy and the honour of the French flag."

"Tientsin, 5th July, 1900.

"(Signed) de Marolles."

FROM SHANGHAI PAPERS.

A STRANGE STORY.

H. E. Sheng informed the Consular Body at Shanghai on the 23rd inst. that a telegram received by him from H. E. Yuan Shih-kai, dated Chinghai, 23rd July, stated that Yang Lu had found on the 18th at Peking a messenger coming from the British Legation; that he had sent the messenger back with condolences to the Ministers on their sufferings and promises to supply them with food; and that subsequently a messenger from the Tientsin Legation was sent to the British Legation to convey to the Ministers their conduct to Tientsin.

CHINA'S APPEAL TO FRANCE.

The following Havas telegrams have been received by the Consul de Beaure, French Consul-General at Shanghai:—

"Saigon, 22nd July.

The Chinese Minister has communicated to M. Delcassé a telegram from the Emperor requesting President Loubet's mediation. A telegram sent to-day by the Governor of Shantung says nothing about the Foreign Ministers at Peking.

M. Delcassé declared that M. Loubet will send his answer to the French Legation as soon as he is convinced that M. Pichon (the French Minister at Peking) is still alive.

The French Government will not take into consideration the request for mediation before obtaining guarantees, notably for (1) the complete freedom of the Ministers at Peking; (2) the chastisement of Prince Tuan; (3) measures for the repression of the Boxers.

Until then military action will continue. The Governor of Shantung affirms that the Ministers were safe on the 20th.

THE HONAN REFUGEES.

The Rev. D. McGilvray informs the *N. C. Daily News* that the Canadian Presbyterians, escaping from Honan, have arrived safely at Hankow, escorted by the launch kindly sent for them by His Excellency Chang Chi-chang.

THE FIGHTING ON THE LIAO.

The Engineers Chabrin and Blagovest, chemists, for whom much anxiety was felt at St. Petersburg, are in safety. They sent away all valuables, closed up their works, and have reached Vladivostok.

THE BLACK FLAG.

The order to send thousands of Lin Yang-fu's Black Flag to Peking has been rescinded. THE NEXT ADVANCE ON PEKING.

A private letter dated Tientsin the 20th inst. from a civilian who is going forward with the next relieving force, says that a start will probably be made within a fortnight. The writer says: "From the best sources available it would seem that the foreigners at Peking were holding out on the 10th of July, and there are many rumours as to Chinese helping them. Several couriers were sent off to Peking as soon as Tientsin had fallen, whether any will get through is, of course, unknown as yet. Nothing has come through from Peking later than 24th June. The Imperial troops are said to be much disgusted with the Boxers since the Tientsin affair and to have killed many, blaming them for bringing on disaster and trouble."—*N. C. Daily News*.

RUSSIAN AFFAIRS AT PORT ARTHUR.

The *Mercury* publishes the following notes from a letter written in Port Arthur on the 17th:—

"Affairs are looking bad on the neighbourhood of Moukden. The coal mines of the Chinese Eastern Company in the neighbourhood of Liangyang have been burnt and destroyed. Engineers from about Moukden and all parts about and to the north of Newchang are coming in, and bring tales of fighting and deaths of engineers, etc. The Russian troops are returning from Tientsin, as there is fighting to be done here and about Newchang, and as the Russians think that matters are becoming serious here, they are drawing in their troops to guard the railway from here to Newchang and north to Moukden and Teling."

ing in, and bring tales of fighting and deaths of engineers, etc. The Russian troops are returning from Tientsin, as there is fighting to be done here and about Newchang, and as the Russians think that matters are becoming serious here, they are drawing in their troops to guard the railway from here to Newchang and north to Moukden and Teling."

ALARMING REPORT FROM COREA.

BOXERS SAID TO HAVE CROSSED THE FRONTIER. The following telegrams are from the *Mainichi*:—

Seoul, 17th July.

The Korean Privy Council has laid before the Emperor a resolution for the despatch of 1,000 of the Guards to Wiju. A company of Artillery is to be stationed in Kokai province.

Seoul, 18th July.

The Boxers have invaded Korea and the population of Pingyang are greatly disturbed.

The Korean Government, since receipt of the news, has been secretly discussing a proposal to hire American troops for the repulse of the invaders, as the Korean force is not adequate to carry out the work.

Seoul, 19th July.

Regarding the secret discussion of the Korean Government to hire American troops, some of the foreign Ministers to Seoul warmly advocate the despatch of Japanese troops to Pingyang and Wiju. The Russian Minister is decidedly opposed to the idea.

MANILA.

[FROM OUR CORRESPONDENT.]

THE TRUE STORY OF THE PEACE PROPOSALS.

TWO LEADERS STRIVING FOR POWER.

Manila, 23rd July.

The recent political vagaries in Manila of Pedro Paterno, a prominent insurgent, have received but little comment in the Spanish local Press, because the American Press censor has prohibited the publication, both here and in the United States, of this man's strange doings. Paterno's liberation from jail for the purpose of working on the peace propositions began by Felipe Buencamino, his immediate publication of a most remarkable document in favour of Filipino independence, his subsequent reinforcement and the fact that he then took the oath of allegiance to the United States and was freed, but declined to accept his liberty, electing to remain in jail at American expense, reads much like an act from a burlesque comedy.

Paterno came to Manila about three months ago from Vigaw; he says he surrendered voluntarily, the army reports that he was captured. In Manila he was placed in Anda Street jail, along with Buencamino and other political prisoners. While in Anda Street, I think, he meditated political coups, studied English by Mr. Ollendorf's method and lived well at American expense. When General Otis left Manila he liberated Buencamino with the understanding that he used his influence with the Filipino people toward bringing about peace. Buencamino worked away on these lines alone until about the middle of June when he realized that Paterno's influence would be a good thing to have on his Buencamino's side of the undertaking; so permission was obtained from General MacArthur for Paterno to leave his jail every day in order more easily to confer and work with Buencamino. Paterno returned to Anda Street to sleep, however, and it was understood between MacArthur and himself that his efforts and attitude must primarily embrace the recognition of the sovereignty of the United States in the Philippines. On June 21st these occurred, with MacArthur's permission, the locally famous meeting in Paterno's house, where some two hundred well-known revolutionists met to discuss the terms of an honourable and dignified peace with the American army. Thirty of the 200 men present were liberated from Anda Street to attend the meeting, and after a stormy and spicy session they resolved that peace could be obtained on certain set of eight bases, which that same evening were handed to General MacArthur. The next morning General MacArthur was stricken with a local fever, which prevented his attending to his official duties for nearly a week. This delay in the proceeding was seized upon by the Filipino enemies of Buencamino's plans (there were American enemies to the peace scheme as well, but these latter were passive) to start a hostile campaign in the country, with the idea of forestalling the good that the Manila crowd hoped to accomplish. "During the delay caused by the American General's illness, Paterno sprang his coup d'état in the form of a most remarkable and impudent document, without reason, without sequence, nor head nor tail, which began with a quotation from a plan of Philippine government once proposed by one James C. Croftman and ended with quotations from European statesmen, Gladstone, Von Moltke, Ferreri, etc., and which was nothing less than a seditious plea for Philippine independence, and it had a disquieting effect on the people. It was published simultaneously in all of Manila's Spanish papers, a method of publicity which insured its spreading throughout the entire archipelago. In this document Paterno set forth what he and his followers graciously would do to accept from the United States in exchange for a cessation of hostilities by the Filipinos: He conceded the changing of the name "Filipino Republic" to that of "Free Filipino State" as a sop to American national pride; he demanded the admission on a basis of equality of Filipinos into the American Army, Navy, and Constabulary Corps; he demanded the recognition of the Filipino flag but saw no objection to the Stars and Stripes flying by its side. After many printed columns of rules for the future reprobation and guidance of the United States in Philippine affairs, by which he practically limited the

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NEW ADVERTISEMENTS

NOTICE.

WE have To-day ESTABLISHED a BRANCH of our Firm at MANILA under the Style of BEHN, MEYER & CO.

BEHN, MEYER & CO.,
Singapore.

1st July, 1900.

[2104]

NOTICE OF REMOVAL.

B. BROTHERTON HARKEL,
ARCHITECT, &c.

I HAVE This Day REMOVED my Offices to First Floor of No. 17, QUEEN'S ROAD CENTRAL.

Hongkong, 28th July, 1900.

[2105]

NOTICE OF REMOVAL.

THE WANCHAI GODOWNS.

T. RAUCHENSTEIN & CO.

WE have This Day REMOVED to First Floor of No. 17, QUEEN'S ROAD CENTRAL.

Hongkong, 28th July, 1900.

[2106]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, ON ACCOUNT OF THE CONCERNED, TO-MORROW (TUESDAY), the 30th July, at 2.30 p.m., at his Sales Rooms, 13, Beaconsfield Arcade, A CONSIGNMENT OF COTTON UMBRELLAS, And

30 Cwt. RED LEAD.
Terms—As Customary.
JOHN ANDREW,
Auctioneer,
Hongkong, 30th July, 1900.

[2107]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (TUESDAY), the 31st inst., at 11 a.m., at their Sales Room, 13, House Street, 23 Boxes GREY SHIRTINGS, 3 Cases WHITE SHIRTINGS, (All more or less damaged).
Terms—As Usual.
HUGHES & HOUGH,
Auctioneers,
Hongkong, 30th July, 1900.

[2108]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship "TAIYUAN," Captain Nelson, will be despatched as above on WEDNESDAY, the 1st August, at Noon. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th July, 1900.

[2101]

STEAMSHIP "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre ex s.s. *Orlogat*, and Bordeaux ex s.s. *Ville de Buenos Ayres* and *Frederic Morel*, in connection with above Steamer, are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 8 A.M. TO-MORROW, the 30th inst., requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 7th August, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 7th August, or they will not be recognized. All damaged packages will be examined on TUESDAY, the 7th August, at 3 p.m. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 29th July, 1900.

[2]

THE HONGKONG WEEKLY PRESS is now ready and contains—

Leading Articles—
The Crisis in North China.
The Relief of Peking—and Afterwards.
The Sanitary State of the Colony.
The Peninsular and Oriental Steam Navigation Co.
The Crisis in China: Telegrams.
Hongkong Legislative Council.
Supreme Court.
Sanitary Board.
Occasional Notes.
The Crisis in China.
Imperial Decree.
The Reception of Li Hung-chang.
A Day School for Kowloon.
The Health of Hongkong.
The Light-Draught Gunboat "Argus."
Indian Famine Relief Fund.
Hongkong Jockey Club.
The United Asbestos Oriental Agency, Limited.
Canton.
Swatow.
Correspondence.
Subscription, 312 per Annum, payable in advance; postage, 82.
Extra copies 30 cents each. Cash.
Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 for three copies Cash.

Hongkong, 29th July, 1900.

NEW ADVERTISEMENTS

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship "TSINAN," Captain Anderson, will be despatched as above on MONDAY, the 30th August. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th July, 1900.

[2102]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship "TSINAN," Captain Anderson, will be despatched on MONDAY, the 30th August, at Noon. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage. A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian Steamship Company and vice versa. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th July, 1900.

[2103]

PROFESSIONAL NOTICE.

DENTON E. PETERSON,
DOCTOR OF DENTAL SURGERY,
10, DES VEXUS ROAD, CENTRAL.

DR. PETERSON wishes to announce that he has RESUMED his DENTAL PRACTICE in South China and may be consulted at his New Office—
10, DES VEXUS ROAD CENTRAL, 1st Floor.
Hours, 10 A.M. to Noon, 2 to 5 P.M.
Hongkong, 28th July, 1900.

[2097]

NOTICE TO MARINERS.

No. 116 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

WESTERN END OF THE NORTH OR SHAWESHAN CHANNEL: NEW PASSAGE SURVEYED AND BUOYED.

NOTICE is hereby given that a new passage has been opened through the Taumunging Banks, at the western end of the North Channel, which has been named the "Taumunging Crossing" and marked by the following mentioned Buoys:—
EAST ENTRANCE BUOY: A 6-foot, conical, black Buoy surmounted by a black spherical cage, moored in 39 feet of water with Middle Island Beacon bearing S. 29° E. distant 5.4 miles.
FIRST CROSSING BUOY: A 6-foot, conical, black Buoy surmounted by a black cylindrical cage, moored in 29 feet of water, with Middle Island Beacon bearing S. 43° E. distant 6.1 miles.
SECOND CROSSING BUOY: A 6-foot, conical, black Buoy surmounted by a black triangular cage, moored in 26 feet of water, with Middle Island Beacon bearing S. 55° E. distant 6.5 miles.
WEST SPIT BUOY: A 10-foot, conical, red and black, vertically striped Buoy surmounted by a black spherical cage, moored in 30 feet of water, with Middle Island Beacon bearing S. 67° E. distant 7.4 miles.

DIRECTIONS.
Vessels coming through the North Channel from the eastward may, after passing the Luchiao Lighthouse, keep the Taumunging banks about one mile distant till the East Entrance Buoy is sighted, when they should steer to pass it at one cable on the port hand. Pass the other three buoys at one cable on the port hand and stand over towards the right or south-western bank of the Yangtze till in about mid-channel, whether bound up or down the river. The soundings over the shoaler part of the crossing, on the track above indicated, vary from 30 feet to 26 feet the least depth found, which is in the vicinity of the Second Crossing Buoy. All bearings given are magnetic, and all depths are for low water of spring tides.

CAUTION.
The flood tide sets to the N.W. across the channel, and this must be guarded against, especially between the East Entrance Buoy and the First Crossing Buoy.

A. M. BISBEE,
Coast Inspector.

Imperial Maritime Customs.

Coast Inspector's Office.

Shanghai, 18th July, 1900.

[2071]

AMERICAN PORTABLE WOODEN HOUSES

THE Undersigned have been appointed AGENTS, and are prepared to accept orders for a variety of designs. Particulars on application to—
WOODS & CO.,
4, Queen's Road Central
Hongkong, 17th April, 1900.

[2071]

NEW GOODS.

PLENTY

IN

HAND.

D. NOMA,
12, Beaconsfield Arcade,
Opposite the City Hall.
Hongkong

[1766]

JAPANESE CURIOS.

Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality
(Extra Dry Green Seal)
LAITS, WEGENER & CO.
Sole Agents.
Hongkong, 17th May, 1895.

[1521]

AUCTIONS.

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, THIS DAY (MONDAY), the 30th day of July, 1900, at 3 p.m., are published for general information.
By Command.
F. H. MAY,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 14th July, 1900.

Particulars and Conditions of the Letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 30th day of July, 1900, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, at Quarry Bay, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

No. of Sale.	Register No.	Locality.	Boundary Measurements.				Contents in Acres, Roods, and Perches.	Annual Rent.	Upset Price.
			N.	S.	E.	W.			
1	115	Quarry Bay	ft.	ft.	ft.	ft.	8.394	43	1,004

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THE BRITISH ARMY.

BY
H. O. ARNOLD-FORSTER, M.P.

IV.
SOME DEFECTS IN THE EXISTING
SYSTEM.—I.

WHERE PRAISE IS DUE.
It is proposed to devote this and the succeed-
ing article to an examination of some of the
most serious and obvious defects in our existing
military organisation. Before proceeding to this
enquiry, however, it is just, and indeed
necessary, to draw attention to the good quali-
ties which the system possesses, and to recognise
fully the limited success which it has, under
certain peculiar conditions, achieved. The failure
to do so would justly expose the critic to a
charge of partiality and prejudice, and would
weaken instead of strengthen what is really an
exceedingly strong case.

MOBILISATION A SUCCESS.
It is well therefore to admit at once that the
war in South Africa has undoubtedly proved,
what few people who had studied our arrange-
ments, ever doubted, namely, that the arrange-
ments for mobilising the whole army in time of
war would prove to be workable, and would
realise the expectations which had been formed
of them by the authorities. During the six
months which elapsed between the order to
mobilise on the 7th October and the beginning
of April in the present year, the whole of the
regiments and battalions serving in the United
Kingdom were raised to a war footing by means
of drafts from the Reserves; the Reservists re-
sponded to all the calls which were made upon
them, and proved to be, as everyone expected
they would be, the most valuable portion of the
regular forces in the field. From various sources
no less than 146,000 regular troops were got
together from all parts of the Empire and placed
in the field. This force, so largely in excess of
any that has been previously employed by this
country, must be regarded as a large one, though
it must not be supposed that, judged
by the standards of other nations, the raising
in six months of a force of 146,000 men can be
regarded as a very remarkable accomplishment
for so populous and wealthy a country as our
own. There is scarcely one of the major Powers
of Europe which could not, with ease, and in a
much shorter time, put a large force in the field,
and there is, of course, no comparison between
the strength of the British Field Army, and
that of one of the great military Powers of
Europe. Nevertheless, the fact remains that the
scheme of mobilisation, constructed and
approved by the War Office, did produce the
results which had been anticipated, and did en-
able the authorities to put a considerable force
of efficient soldiers into the field, at comparatively
short notice. It is just and necessary also
to say that the arrangements for sea transport,
which were entirely under the control of the
Royal Navy, were remarkably successful, and
were conducted on a scale which probably could
not be attained by any other nation. But at
this point praise of the existing system must
cease.

THE OTHER SIDE OF THE QUESTION.
When we come to enquire, not whether the
system worked in accordance with the plans of
its promoters, but whether, when these plans
had been fully carried into effect, the result
was one with which the country had any reason
to be satisfied, it is impossible to give a
favourable answer. The distinction may be
well illustrated by a familiar example. An
engineer designs a machine to dredge a har-
bour; the machine may prove to be a marvel
of mechanical skill, and may work with an
accuracy and rapidity which are beyond respect-
ion. But it may fail in one important respect:
it may be absolutely inadequate to perform the
work of dredging the harbour, and as that is
the sole purpose for which it was designed, its
merits as an example of mechanical perfection
are of very little interest to those who have
to pay for it, or who depend upon it for the
execution of an important piece of work. In the
same way, while it is possible to admit that
the arrangements for calling up a certain number
of men in the time of war, have worked smoothly
and in accordance with the anticipations of their
framers, it is possible that these arrangements
may have been utterly inadequate to provide for
the real needs of the country, or to deliver the
nation from intolerable waste on one hand, and
from the gravest possible danger of military disaster
on the other. It is proposed to demonstrate that
not only may this unfavourable verdict be pronounced,
but that in view of what has taken place, and of
what is now taking place, it is absolutely im-
possible to pronounce any other. It is im-
portant that the distinction which has just been
made should be thoroughly understood and ap-
preciated, for if it be not, the lessons which the
South African war is capable of teaching will
either remain unlearned, or will be seriously
misunderstood.

AN ORGANISATION WITHOUT A PRINCIPLE.
It is now time to substantiate the charge
which has been made, namely, that our present
military organisation is seriously defective, and
that its continued existence in its present form
constitutes a serious danger to the Empire.

To begin with, it is true to say that our
existing military organisation is based upon
no known and accepted principle. No person
in authority has ever yet succeeded in explain-
ing on what basis the army is maintained at its
present strength, or why in any given year Parlia-
ment has been asked to sanction any particular
establishment. No one knows what the army
is really intended to do, or on what principle
if any, its numbers are regulated. From time to
time we are told that it is necessary to raise a
hundred, or a thousand, or five thousand more
men. Sometimes, as in the case of the artillery,
we are told that it is necessary to reduce our
existing establishments, and that we have such

a number of guns or men that our arrange-
ments will never work satisfactorily until we have
got rid of our superfluity. But whether it be
an increase or a decrease which is proposed, the
explanation which is given to account for it is
never really an explanation at all.

WHY?
We are told that in order to make up an equal
number of cavalry brigades, certain cavalry regi-
ments must have more men, others must have
less; that in order to equalise the number of bat-
talions, certain new units must be formed. All
this is very well in its way, but no one has ever
told us on what principle the number of cavalry
regiments, or infantry regiments, or batteries is
fixed, and the result is that year after year
tinkering additions are made to various branches
of the service, with a view to getting over some
temporary emergency, while the systematic or-
ganisation of the army upon a rational basis is
absolutely neglected. To those who are ac-
quainted with the details of our military or-
ganisation, these facts are so familiar that no
illustration is needed to enforce them. But it
cannot be expected that the general public
should be equally well informed, and the reader
will justly ask for some examples to justify the
strong indictment that has been made. Happily,
or unhappily, they are easily to be supplied.

AN ILLUSTRATION FROM THE ROYAL
ARTILLERY.
The first, and perhaps the most obvious
illustration which occurs, is that which is
furnished by the dealings of the War Office
with the Royal Artillery. Some ten years ago,
Mr. Stanhope, then War Minister, deliberately
reduced our very small force of artillery. Mil-
itary opinion generally was dead against the
reduction; it was never justified, and never
could be justified, but it was defended, and on
the mere authority of a civilian War Minister
was sanctioned by Parliament. A few years
passed and the War Office was compelled to
come to Parliament and ask for the re-creation
of the batteries that had been destroyed. The
reasons that were given for the addition were
scarcely more coherent or convincing than those
which were originally given for the abolition.
It was not pretended that even when the new
batteries had been created, the needs of the
country would be met even approximately. It
was pointed out by many critics that so far
from these wants being met, an enormous force
of infantry belonging to the Reserve forces
would be absolutely useless for the purposes of
war, because they were entirely unprovided with
the guns, without which no army can take the
field. Not the slightest attempt was ever
made to disprove this statement, nor was it sug-
gested that the provision which Parliament
was asked to make had really any relation what-
ever to the actual needs of the country in time
of war. The Treasury and the War Office be-
tween them declared that much money was
available for war. The Treasury and the War
Office between them declared that so much
money was available and so many batteries were
to be raised, and there was an end of the mat-
ter, or at any rate there would have been an end
of the matter, had not the touchstone of war
been applied to this false system.

THE TOUCHSTONE OF WAR.
There is no need to enter into elaborate argu-
ment about this matter; the right and wrong of
the case has been put beyond argument by the
action of the War Office, acting under the
influence of panic. At the end of 1899 the
country found itself at war with two small
republics. There were actually not guns enough
available in the country to furnish the batteries
in the field, and the workshops of the great
manufacturers had to be ransacked for such
weapons as they had in stock, and batteries
were accepted from benevolent ladies as volun-
tary contributions, by a department which had
been spending in peace time over twenty millions
sterling a year. But that is not half the story.
Early in 1900 it became apparent that after the
despatch of troops to South Africa, the United
Kingdom had been left absolutely defenceless
as far as land forces were concerned, and that
although there were nearly 400,000 armed men
within the United Kingdom, for whose services
the country had been paying for many years, there
was absolutely nothing in the least resembling
an army, and that if the country required one,
it would have to be created from the beginning.
What has been the result?

THE MEASURE OF PAST NEGLIGENCE.
During the last few months no less than 572
new guns have been ordered for use of the troops
alone, independently of fortress guns. This
gigantic order furnishes a fair measure of the
wanton neglect of their duties by the War Office
during the last twenty years. The guns are not
a whit more necessary now than they were last
year or the year before; no new fact has been
discovered, no new argument produced. All that
has happened is that the War Office has been at
length compelled to realise that the one and only
purpose for which an army is maintained, is the
successful conduct of war, and hence, at the
eleventh hour, it is attempting to do what it
ought to have done at the first hour. Here then
is an example of what is meant by the statement
that our military organisation is based upon no
principle.

REGULARS, MILITIA, YEOMANRY, VOLUNTEERS.
Endless examples of the same truth might be
given, but no more will suffice. For years
past the three great branches of our military
forces, the regular army, the volunteers and
the militia, have maintained a sort of inter-

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mediate warfare among themselves. By this it
is not meant that there has been any active dis-
agreement or ill-feeling between officers and
men serving in the different branches; happily
that is not the case to any great extent. But
three forces have competed against one another
for recruits, and in the case of the militia and
the line, it is true to say that the regular forces
have to a large extent lived upon the decay of
the militia. The Militia has been regarded, not
as an organised and coherent military force,
but simply as a recruiting machine for the
line, which might be, and was, used and
abused on every possible occasion, with-
out the slightest regard to its efficiency,
or to the feelings or ambitions of those
who served him. The Yeomanry was treat-
ed much in the same fashion, or rather it
was treated worse, for in the opinion of every
Yeomanry officer, it was the deliberate intention
of the War Office to extinguish the force by
sheer neglect and ill-treatment. The idea that
each of the four branches had a special role of
its own, and must therefore be treated on prin-
ciples corresponding to its peculiar conditions,
never seems to have entered the mind of any
person responsible for our military
organisation. What is the result? A war
of a very limited character had to be under-
taken. The Militia, the force which had been
so long neglected and so hardly treated, is
instantly called upon to do the work for which
it was not intended, and responds magnificently
to the call. Although deprived of its best men,
in the shape of the Militia reservists, and com-
pelled to give up scores of its officers to the
line, it is still able to furnish a large number
of effective units, which, by volunteering, re-
lieve the War Office from many of its embar-
assments. But the utilisation of the Militia
has been an emergency proceeding, and so far
from the Militia having been prepared to per-
form its task, everything that could be done to
discourage it and render it ineffective,
had been done. Meanwhile, with regard to
the Volunteers, it is noticeable that they
have been also been utilised in a method
simply born of the emergency. The Volun-
teers, enlisted for home service have been utilised
exclusively abroad, and not one single unit among
all the Volunteer battalions has taken over field.
Meanwhile, for the purposes which they were
and are intended, the Volunteers have been found
useless in an emergency. Not from any want
of goodwill on their part, but simply because
when war came the War Office was compelled
by the logic of facts to recognise that a partially
trained, and wholly unprovided force, unpro-
vided with artillery, cavalry, transport or stores,
could not be relied upon for the defence of the
country. The somewhat absurd measures
which the War Office is now taking with the
object of turning the Volunteers into an ef-
ficient army, furnish proof that the authorities
have at last realised the need for reasonable
organisation, though they by no means offer
convincing testimony that they are on the right
road to obtain it.

ENLISTMENT AND TERMS OF SERVICE.
We must now leave the question of the general
want of system which undoubtedly exists, and
of which the emergency measures which are
now being undertaken furnish abundant proof
in order to examine briefly some of the patent
errors in our existing modes of enlistment and
in the enforcement of the terms of service in
army. First and foremost comes the question
of the present term of service, wrongly called
"short service," and the maintenance of the
First Class Army Reserve. With regard to
the term "Short Service," it is necessary to
point out that its use at the present time is
wholly unwarranted by the actual practice of
enlistment. Practically speaking, there is no
short service in the British Army. Under the so-
called Cardwell Scheme, which now exists in
name only, men were enlisted for a term of six
years; a term longer it may be mentioned than
that of any other army in the world. From the
point of view of the soldier, the term was an ex-
ceedingly bad one, for a man who entered his
profession at the age of 15 and was cast adrift
upon the world, with the liability of Reserve
service hanging round his neck at 24, was
obviously in a most undesirable position. Be-
fore long, however, it was found that the six
years term would not work, and for soldiers
serving in India the term was extended to
seven years. It has since been lengthened to
eight. Meanwhile, an attempt has been made
to induce a certain number of men to enlist for
three years only; the plan has been fairly suc-
cessful in the Guards, who, save at Gibraltar, have
no foreign service. It has not been successful in
the Line battalions, nor was it likely to be, in
view of the fact that until the present year
every three years men were placed upon an in-
feriority to the rest of his comrades as regards
pay. But we shall point out in the following
article, that the crusade of the War Office
against its own short service system did not end
with the extension of the term to eight years.

FOR SALE.
A FEW OF THE FAMOUS
HUMBER BICYCLES.
LADIES AND GENTLEMEN'S.
Price \$140
WM. SCHMIDT & CO.,
Beeconsfield Arcade.
Hongkong, 16th June, 1900. 1213

QUAN WAH & CO.,
DEALERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.
DESIGNS & PRICES ON APPLICATION
at No. 1, Queen's Road East, Hongkong
Hongkong, 17th October, 1899. 11939

VESSELS ON THE BERTH
CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHEFSON, TOPEKA AND SANTA FE
RAILROAD CO.
PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.
TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.
THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "CARLISLE CITY" About 6th Aug.
S.S. "STRAATHYLE" About 15th Sept.

THE Steamship "CARLISLE CITY"
will be despatched for SHANGHAI,
MOJI, KOBE, YOKOHAMA, SAN DIEGO
and SAN FRANCISCO, on MONDAY, the
6th August.

Through Bills of Lading issued to any point
in the United States.
Cargo will be received on board until 5 p.m.
the day previous to sailing. Parcel Packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany Cargo des-
tined to points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 10th July, 1900. 114

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, AND EUROPE, VIA THE
OVERLAND RAILWAYS AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.
VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
DORIC (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu) TUESDAY, Aug. 7
at NOON.
CORICO (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu) SATURDAY, Sept. 1,
at NOON.
GABRIO (via Shanghai, Nagasaki, Kobe, In-
land Sea, Yokohama and Honolulu) THURSDAY, Sept. 27,
at NOON.

THE Company's Steamship "DORIC"
will be despatched for SAN FRAN-
CISCO VIA SHANGHAI, NAGASAKI,
KOBE, INLAND SEA, YOKOHAMA,
and HONOLULU on TUESDAY, the 7th
August, 1900, at NOON.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN and call at HONO-
LULU and passengers are allowed to break
their journey at any point en route.

Through Passenger Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of Steamers and to the principal cities of
the United States or Canada. Rates and particu-
lars of the various Routes may be obtained upon
application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-embark-<

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, via PORTS OF CALL	COROMANDEL	Brit. str.	1	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 4th Aug. at Noon.
LONDON VIA SUEZ CANAL	CALCUTTA	Brit. str.	1	Bartlett	BUTTERFIELD & SWIRE	On 7th Aug. at Noon.
LONDON VIA SUEZ CANAL	RUIPES	Brit. str.	1	Day	BUTTERFIELD & SWIRE	On 21st Aug. at Noon.
LONDON VIA SUEZ CANAL	PROMETHEUS	Brit. str.	1	Grier	BUTTERFIELD & SWIRE	On 4th Sept. at Noon.
LIVERPOOL DIRECT	SARFEDON	Brit. str.	1	O. Cuppers	MELCHERS & CO.	On 10th Aug. at Noon.
BREMEN, via PORTS OF CALL	KONIG ALBERT	Ger. str.	1	Dupuy Fromy	MESSAGERIES MARITIMES	On 9th Aug. at Noon.
MARSEILLES, &c, via PORTS OF CALL	TOKIN	Fren. str.	1	G. W. Babet	NIPPON YUSEN KAISHA	To-day, at 1 P.M.
MARSEILLES, &c, via STORE, &c	WAKASA MARU	Jap. str.	1	J. B. Macmillan	P. & O. S. N. Co.	On 10th Aug. at Daylight.
MARSEILLES & LONDON	BANCA	Ger. str.	1	Behrens	CARLWITZ & CO.	On or about 14th Aug.
HAVRE & HAMBURG	MARBURG	Ger. str.	1	Binzer	CARLWITZ & CO.	On 9th Aug.
HAVRE & HAMBURG	SIBILLA	Ger. str.	1	Baum	CARLWITZ & CO.	On or about 12th Sept.
HAVRE & HAMBURG	SAXONIA	Ger. str.	1	Jager	CARLWITZ & CO.	On or about 20th Sept.
HAVRE & HAMBURG	SERBIA	Ger. str.	1	Sachs	CARLWITZ & CO.	On or about 30th Sept.
NEW YORK VIA SUEZ CANAL	ACADEA	Brit. str.	1	Poterson	SHEWAN TOMES & CO.	On or about 12th Oct.
NEW YORK VIA SUEZ CANAL	ALBENGA	Ger. str.	1	W. E. Craven	CARLWITZ & CO.	To-day, at 4 P.M.
NEW YORK VIA SUEZ CANAL	RICHMOND CASTLE	Brit. str.	1	J. Panton	DODWELL & CO. LIMITED	On or about 14th Aug.
NEW YORK VIA SUEZ CANAL	INDRAVELLI	Brit. str.	1	M. J. Curran	JARDINE, MATHESON & CO.	On or about 24th Aug.
VICTORIA, B.C. & TACOMA V. AMOY, &c	VICTORIA	Brit. str.	1	H. Pybus, R.N.R.	DODWELL & CO. LIMITED	On 7th Aug.
VICTORIA, B.C. &c, via SHANGHAI, &c	INDRUMI MARU	Jap. str.	1	R. Archibald, R.N.R.	NIPPON YUSEN KAISHA	On 30th inst. at 4 P.M.
VICTORIA & VANCOUVER, B.C. via MOI, &c	TARTAR	Brit. str.	1	J. Kennedy	CANADIAN PACIFIC R. CO.	On or about 15th Aug.
PORTLAND, OREGON, &c	EMPERESS OF CHINA	Brit. str.	1		DODWELL & CO. LIMITED	On 8th Aug.
SAN FRANCISCO VIA SHANGHAI, &c	MONMOUTHSHIRE	Brit. str.	1		O. & O. S. S. Co.	On 4th Aug.
SAN FRANCISCO VIA SHANGHAI, &c	NIPPON MARU	Jap. str.	1		TOTO KISEN KAISHA	On 10th Aug. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c	DORIC	Amr. str.	1		PACIFIC MAIL S. S. CO.	To-morrow, at Noon.
SAN FRANCISCO VIA SHANGHAI, &c	EASTERN CITY	Brit. str.	1		BUTTERFIELD & SWIRE	On 6th Aug.
AUSTRALIAN PORTS	CHANGHAI	Brit. str.	1	Ellis	GIBB, LIVINGSTON & CO.	On 9th Aug. at 5 P.M.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	1	Moore	BUTTERFIELD & SWIRE	On 15th Aug. at 4 P.M.
GERMAN COLONIAL & AUSTRALIAN PORTS	TAIYUAN	Brit. str.	1	Anderson	BUTTERFIELD & SWIRE	On 20th Aug. at Noon.
YOKOHAMA, via NAGASAKI & KOBE	ROHILLA	Brit. str.	1	C.H.S. Toopie, R.N.R.	P. & O. S. N. Co.	On 5th Sept. at Noon.
YOKOHAMA & KOBE	TAIYUAN	Brit. str.	1	Nelson	BUTTERFIELD & SWIRE	On or about 4th Aug.
KOBE & YOKOHAMA	KAWACHI MARU	Jap. str.	1	J. S. Thompson	NIPPON YUSEN KAISHA	On 13th Aug. at Noon.
NAGASAKI & WADIVOSTOCK	DAHNE	Ger. str.	1	Nissen	MESSAGERIES MARITIMES	On 1st Aug. at Daylight.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ERNEST SIMONS	Fren. str.	1	Durrande	P. & O. S. N. Co.	On 1st Aug. at Noon.
SHANGHAI	CHUSAN	Brit. str.	1	C. T. Denny	MITSUBI BUSSAN KAISHA	To-day, at 11 A.M.
SWATOW, AMOY & TAMSUI	MAIDU MARU	Jap. str.	1	T. Ogata	MITSUBI BUSSAN KAISHA	On or about 3rd Aug.
SWATOW, AMOY & TAIWANPOO	ANPING MARU	Jap. str.	1	I. Sato	MITSUBI BUSSAN KAISHA	On 5th Aug. at Daylight.
MANILA	ESMERALDA	Brit. str.	1	G. T. Blackland	SHEWAN TOMES & CO.	To-morrow, at 5 P.M.
MANILA	SUNGKIANG	Brit. str.	1	Moore	BUTTERFIELD & SWIRE	On 4th Aug. at Noon.
MANILA	CHANGHAI	Brit. str.	1	Anderson	BUTTERFIELD & SWIRE	On 15th Aug. at 4 P.M.
CEBU & ILOILO	KASHING	Brit. str.	1	Hopkins	BUTTERFIELD & SWIRE	On 20th Aug. at Noon.
SINGAPORE, PENANG & CALCUTTA	CHANGHAI APCAR	Brit. str.	1	J. J. Olfert	DAVID BASSON, SONS & CO.	To-morrow.
SINGAPORE, SOERABAYA & SAMARANG	CHUSAN	Brit. str.	1	Buller	DAVID BASSON, SONS & CO.	On 1st Aug. at 3 P.M.
SAMARANG & SOERABAYA	KANBU	Brit. str.	1	Somerville	BUTTERFIELD & SWIRE	On 4th Aug. at 2 P.M.
SANDAKAN	MAUSANG	Brit. str.	1	R. Cox	BUTTERFIELD & SWIRE	To-day, at 4 P.M.

SHIPPING.

ARRIVALS.
July 27, TACHOW, German str., 862, W. Boher, Bangkok 21st July, Rice, CHINESE.
July 27, YIKSANG, British str., 851, J. Kynock, Hongkong 25th July, Coal.—JARDINE, MATHESON & CO.
July 28, CHUNSHANG, British str., 1,419, Buller, Saigon 24th July, Rice and Flour.—JARDINE, MATHESON & CO.
July 28, EMBERADA, British str., 966, H. Blackland, Manila 25th July, General.—SHEWAN, TOMES & CO.
July 28, MACEDONIA, British str., 1,045, R. Cormack, Moji 22nd July, Coal.—JARDINE, MATHESON & CO.
July 28, VICTORIA, American str., 2,112, John Panton, Moji 23rd July, Coal.—DODWELL & CO. LD.
July 28, DORIC, British str., 4,575, H. Smith, San Francisco 30th June, Honolulu 7th July, Yokohama 20th, Kobe 21st, Nagasaki 23rd and Shanghai 26th, Mails and General.—O. & O. S. S. Co.
July 28, DUMAGANTI, British str., 1,600, Fowler, Hankow 21st July, General.—DODWELL & CO. LIMITED.
July 28, KIANOSI, British str., 1,347, Brissander, Chefoo 21st July, General.—CHINESE.
July 28, MONMOUTHSHIRE, British str., 1,870, John Kennedy, Portland (Or.) 28th June, General.—DODWELL & CO. LD.
July 28, LEXMOON, German str., 1,238, G. Henemann, Shanghai 25th July, General.—SHEWAN & CO.
July 28, ACARA, British steamer, 2,677, Geo. Kilgour, Amoy 26th July, General.—SHEWAN, TOMES & CO.
July 28, FRIKASCO, Italian cruiser, Carlo Negri, Singapore 24th July.
July 28, MARIA THERESA, Austrian cruiser, 5,900, V. Blos Ritter v. Sambuchi, Singapore 24th July.
July 29, MARATHON, British cruiser, 2,050, John G. M. Field, Bombay 13th July.
July 29, DUKER OF PORTLAND, British transport, 2,481, D. O. Long, Karachi 11th July.
July 29, SIBILLA, British transport, 2,610, C. L. E. Kendall, Calcutta 14th July.
July 29, YIKSANG, British transport, 2,158, G. McDonald, Bombay 7th July.
July 29, CARLISLE CITY, British str., 1,894, Patterson, San Francisco and Portland 20th June, Lumber, Flour and General.—BUTTERFIELD & SWIRE.
July 29, ERNEST SIMONS, French str., 2,102, Durrande, Marseilles 1st July and Saigon 27th, Mails and General.—MESSAGERIES MARITIMES.
July 29, FUSUN, British str., 1,500, W. H. Lunt, Shanghai 26th July, General.—CHINESE.
July 29, TIGRE, Norwegian steamer, Wood, Kutchinouta 25th July, Coal.—M. B. KAISHA.
July 29, TONKIN, French str., 6,346, Dupuy Fromy, Yokohama 20th July and Shanghai 26th, Mails and General.—MESSAGERIES MARITIMES.
July 29, KANTU, British str., 1,153, Somerville, Canton 20th July, General.—BUTTERFIELD & SWIRE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
28th JULY.

Petrarch, German str., for Saigon.
Sulberg, German str., for Saigon.
Kiangi, British str., for Canton.
Hatching, British str., for Swatow.
Benvenue, British str., for Japan.
Tamsui Maru, Japanese str., for Swatow.
Glavens, British str., for Shanghai.

DEPARTURES.

July 28, PRONTO, German str., for Chefoo.
July 28, CHITTAGONG, British str., for Moji.
July 28, PROMETHEUS, Brit. str., for Shanghai.
July 28, HOIKAO, French str., for Hoihow.
July 28, KUMSANG, British str., for Calcutta.
July 28, KAIFONG, British str., for Manila.
July 28, JAWA, British str., for Shanghai.
July 28, YAWATA MARU, Japanese str., for Melbourne.
July 28, ANPING, British str., for Canton.
July 28, PETRARCH, German str., for Saigon.
July 28, SULLBERG, German str., for Saigon.
July 28, KANGAI, German str., for Canton.
July 28, HATCHING, British str., for Swatow.
July 28, BENVENUE, British str., for Japan.
July 28, TAMSUI MARU, Jap. str., for Swatow.
July 28, GLAVENS, British str., for Shanghai.
July 28, SIBILLA, British transport, for W. H. Lunt.

VESSELS IN DOCK.

ABERDEEN DOCKS.—U.S.S. Monterey, Chang-sha, Argus, Taichong, Triton, R.C. Felhoc.
COSMOPOLITAN DOCK.—

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS."

Captain Durrande, will be despatched for the above Ports TO-DAY, the 30th instant, at 11 A.M.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 30th July, 1900.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITER- RANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVERPLATE.

ON MONDAY, the 30th July, 1900, at 1 P.M., the Company's Steamship "TONKIN," Captain Dupuy Fromy, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via Ports of call, WITHOUT TRANSIT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 29th July. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 17th July, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship

"KANBU."

Captain Somerville, will be despatched as above TO-DAY, the 30th instant, at 4 P.M., instead of as previously notified.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th July, 1900.

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ACARA"

will be despatched for the above port TO-DAY, the 30th instant, at 4 P.M.

For Freight, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 28th July, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU AND ILOILO.

THE Company's Steamship

"KASHING."

Captain Hopkins, will be despatched as above TO-MORROW, the 31st instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th July, 1900.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SANDAKAN.

THE Company's Steamship

"MAUSANG."

Captain R. Cox, will be despatched as above TO-MORROW, the 31st instant, at 3 P.M.

Cargo for Kudat can be transhipped at SANDAKAN.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 27th July, 1900.

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NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer. Tons. Captain. Proposed Sailing.

VICTORIA.....3502 J. Panton.....Aug. 7

QUEEN ADELAIDE.....2832 F. McNair.....Aug. 20

DUKE OF FIFE.....3221 J. S. Cox.....Sept. 5

MONSHIRE.....2872 J. Kennedy.....Aug. 4

BRAEMAR.....3,601 W. Watt.....Aug. 25

ARGYLE.....2,907 W. S. Thomson.....Sept. 20

MONSHIRE.....2,872 J. Kennedy.....Oct. 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 247.

Excellent accommodation. First class Table. Doctor and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 241.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to NEW YORK in 4 1/2 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, 428.

The best route to the KLODYKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA and PORTLAND to DYER, and St. MICHAEL.

HONGKONG TO YELLOWSTONE PARK AND BACK, 255 1/2.

This route covers the ocean voyage to Tacoma or Portland and back, Railway from Tacoma or Portland to Cinnabar and return, Sleeping and Dining Car accommodation, Mammoth Hot Springs, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one half days' board at the Park Association Hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for re-embarkation on N. P. Steamer within four months. This round trip can be made within three months.

Rate of Passage to other Points on application.

A special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & CO. LIMITED, General Agents.

Hongkong, 26th July, 1900.

• Calling at Amoy, Foochow and Shanghai.

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PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON

REMARKS.

SHANGHAI.....CHUSAN.....About 3rd August.....Freight or Passage.

LONDON, &c.....COROMANDEL.....Noon, 4th August.....See Special Advertisement.

YOKOHAMA VIA NA.....ROHILLA.....About 4th August.....(Passing through the Inland Sea.) Freight or Passage.

GASAKI AND KOBE.....C. H. S. Toopie, R.N.R.

MARSEILLES AND BANCA.....G. W. Babet.....About 14th August.....Freight.

LONDON.....G. W. Babet.....August.....Freight.

For Further particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 18th July, 1900.

[1]

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

(Taking Cargo at through rates to ANTIWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

* SILEZIA.....HAVRE & HAMBURG.....On 9th August.....Freight and Passage.

MARBURG.....(London with transshipment in Hamburg).....Aug.....Passage.

* SIBILLA.....HAVRE & HAMBURG.....About 12th Sept.....Freight.

* SIBILLA.....(London with transshipment in Hamburg).....Sept.....Freight.

SAXONIA.....HAVRE & HAMBURG.....About 20th Sept.....Freight and Passage.

* SIBILLA.....(London with transshipment in Hamburg).....Sept.....Freight.

SERBIA.....HAVRE & HAMBURG.....About 30th Sept.....Freight.

* SIBILLA.....(London with transshipment in Hamburg).....Oct.....Freight.

These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

CARLWITZ & CO., Agents.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 26th July, 1900.

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VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND

VESSELS ON THE BERTH

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, July 31, at Noon.

*ALGOA (via Moji, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Aug. 2, at Noon.

*For Cargo only.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Aug. 25, at Noon.

CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at Noon.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 31st July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 25th July, 1900. [3]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ESMERALDA."

Captain G. T. Blandford, will be despatched as above TO-MORROW, the 31st inst., at 5 P.M.

This Steamer has superior accommodation for Passengers and is fitted with the Electric Light.

A doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 25th July, 1900. [2076]

FOR NAGASAKI AND WILKINS-TOCK.

THE Steamship.

"DAPHNE."

Captain Nissen, will be despatched for the above ports on WEDNESDAY, the 1st August, at 3 P.M.

This Steamer has superior accommodation for First Class Passengers.

For Freight or Passage, apply to SIEMSEN & CO.

Hongkong, 27th July, 1900. [2100]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship.

"CATHERINE APCAR."

Captain J. G. Olfert, will be despatched for the above ports on WEDNESDAY, the 1st August, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & CO., Agents.

Hongkong, 28th July, 1900. [2083]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG."

Captain Moore, will be despatched as above on SATURDAY, the 4th August, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 27th July, 1900. [2086]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"COROMANDEL."

Captain F. W. Vibert, R.N., carrying Her Majesty's Mails, will be despatched from this office on SATURDAY, the 4th August, 1900, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 28th July, 1900. [1]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SOERABAYA AND SAMARANG.

THE Company's Steamship

"CHUNSIANG."

Captain Buller, will be despatched as above on SATURDAY, the 4th August, at 2 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 27th July, 1900. [2088]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ALBENGA."

Capt. Petersen, will be despatched for the above port on or about 4th August.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 12th July, 1900. [1617]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU."

Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 5th August, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 30th July, 1900. [15]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU."

Captain I. Sato, will be despatched for the above ports on WEDNESDAY, the 8th August, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th July, 1900. [1443]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

(Taking Cargo at London rates.)

THE Company's Steamship

"SARPEDON."

Captain Grier, will be despatched as above on FRIDAY, the 10th August.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th July, 1900. [1883]

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA AND THE UNITED STATES.

THE C. P. R. Company's Steamship

"TARTAR." Commander H. Pryor, R.N.R., 4,425 Tons Gross Register.

Will be despatched on or about Wednesday, 15th AUGUST, 1900.

For VICTORIA and VANCOUVER, B.C., via MOJI, KOBE and YOKOHAMA, (and via Coast Ports and Shanghai if sufficient inducement offers).

The Vessel has excellent accommodation for Saloon Passengers.

Through Passage Tickets issued to all points.

Through Bills of Lading issued to Pacific Coast, Canada and the United States.

For information as to rates of Freight and Passage, &c., apply to

D. E. BROWN, General Agent.

Hongkong, 21st July, 1900. [1911]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"RHIPUS."

Will be despatched as above on TUESDAY, the 21st August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th July, 1900. [1983]

NATAL LINE OF STEAMERS.

THE Underwritten GENERAL AGENTS

in CHINA and JAPAN for the above Lines are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for Cape Town every fortnight.

For Freight and further particulars, apply to

DODWELL & CO. LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHANGSHA."

Captain Moore, will be despatched as above on WEDNESDAY, the 15th August, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th July, 1900. [2078]

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"CHANGSHA."

Captain Moore, will be despatched as above on WEDNESDAY, the 15th August, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

Y.Z. Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd July, 1900. [2048]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Aug. 15, 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 11, 1900, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at Noon.

THE Twin Screw Steamship

"NIPPON MARU"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 16th August, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 23rd June, 1900. [5]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RICHMOND CASTLE"

will be despatched for the above port on or about the 20th August.

For Freight, apply to DODWELL & CO. LD., Agents.

Hongkong, 23rd July, 1900. [2054]

NOT RESPONSIBLE FOR DEBTS.

Neither the Company, the Agents, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:

GLENSHIRE, British bark, Burns, Sander, Wigle & Co.

J. P. HENDERSON, Amr. ship, Gates, Sander, Wigle & Co.

R. C. BAKER, German ship, OZ, Sander, Wigle & Co.

VALE OF DOON, British bark, Petersen, Sander, Wigle & Co.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"GLENESK"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out, marked by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 3rd August will be subject to rent.

No Fire Insurance has been effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamers' arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW, Agents.

Hongkong, 27th July, 1900. [2093]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"WEIMAR."

OF THE NORDDEUTSCHER LLOYD.

The above named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 31st July, and THURSDAY, the 2nd August, at 9.30 A.M. All claims must reach us before the 4th August, or they will not be recognised.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 25th July, 1900. [8]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"ALEXIA."

Captain Knuth, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st August, at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents.

Hongkong, 26th July, 1900. [2084]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship

"CATHERINE APCAR."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 2 P.M. of the 28th inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; each Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON, SONS & CO., Agents.

Hongkong, 26th July, 1900. [2093]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"JATA."

FROM ANTWERP, LONDON, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, marked by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo:

From Madras, &c. or S.S. Lodianna.

Optional goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 1st August, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

A. M. MARSHALL, Acting Superintendent.

Hongkong, 26th July, 1900. [1]

NOTICES TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"GLAUCUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 28th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 4th proximo will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 8th proximo.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 27th July, 1900. [2099]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"FROMETHEUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 27th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 3rd prox. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 1st prox.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th July, 1900. [2089]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "QUEEN ADELAIDE."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO. LIMITED, Agents.

Hongkong, 25th July, 1900. [10]

POST OFFICE NOTICES.

Special attention is called to the alteration in the time of closing the mails for Europe, &c., by the French Mail Packet *Tanaka*, on Monday, the 30th inst., and in future, the *Empress of China*, with the Canadian mail, left Shanghai on Saturday, the 28th inst., at 9 p.m., and may be expected here to-morrow.

The *Chusan*, with the English mail, left Singapore on Saturday, the 28th inst., at 1 p.m., and may be expected here on or about Thursday, the 2nd proximo. This packet brings replies to letters despatched from Hongkong on 4th June.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
EUROPE, &c., India via Tuticorin. (Late Letters 11.30 to 11.30 A.M. Extra Postage 10 cents)	Tonkin	Monday, 30th. Circulars, 8.00 A.M. Registration, 10.00 A.M. (Registration with late fee of 10 cents, up to 10.45 A.M.) Papers, 10.30 A.M. Letters, 11 A.M.
Shanghai, Samarra, and Surabaya. Shanghai, Kobe, Yokohama, Victoria, (B.C.), and Seattle.	Daybreak	Monday, 30th, 2.00 P.M. Monday, 30th, 3.00 P.M.
Singapore, Samarra, and Wuchow.	Isuzu Maru	Monday, 30th, 3.00 P.M.
Manila	Acara	Monday, 30th, 4.00 P.M.
AMOI, SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU, and SAN FRANCISCO. (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	Queen Adelaide	Monday, 30th, 5.00 P.M. Tuesday, 31st.
EUROPE, &c., India via Tuticorin. (Late Letters 11.30 to 11.30 A.M. Extra Postage 10 cents.)	China	Registration, 10.00 A.M. (Registration with late fee of 10 cents, up to 10.45 A.M.) Letters, 11.00 A.M.
Sandakan, Cebu, and Iloilo. Kumchuk and Samarra.	Mausang	Tuesday, 31st, 2.00 P.M.
Manila	Kashy	Tuesday, 31st, 3.00 P.M.
Nagasaki and Vladivostok.	Sailong	Tuesday, 31st, 4.00 P.M.
Singapore, Penang, and Calcutta.	Emeralda	Thursday, 31st, 4.00 P.M.
Samarra and Wuchow.	Dupine	Wed., 1st Aug., 11.00 A.M.
Kumchuk and Samarra.	Calhoun	Wed., 1st Aug., 2.00 P.M.
	Wuchow	Thurs., 2nd Aug., 4.00 P.M.
	Sailong	Thurs., 2nd Aug., 4.00 P.M.
	Sangkang	Saturday, 4th Aug.
EUROPE, &c., India via Tuticorin. (Late Letters 11.30 to 11.30 A.M. Extra Postage 10 cents.)	Coromandel	Circulars, 8.00 A.M. Registration, 10.00 A.M. (Registration with late fee of 10 cents, up to 10.45 A.M.) Papers, 10.30 A.M. Letters, 11.00 A.M.
Singapore, Samarra, and Samarra.	Chunwang	Satur., 4th Aug., 1.00 P.M.
Kumchuk and Samarra.	Neikong	Satur., 4th Aug., 4.00 P.M.
Manila	Samarra	Mon., 6th Aug., 4.00 P.M.
SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, VICTORIA, and VANCOUVER (B.C.). (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	Empress of China	Registration, 10.00 A.M. (Registration with late fee of 10 cents, up to 10.45 A.M.) Letters, 11.00 A.M.
EUROPE, &c., India via Tuticorin. (Late Letters 11.30 to 11.30 A.M. Extra Postage 10 cents.)	Konig Albert	Registration, 10.00 A.M. (Registration with late fee of 10 cents, up to 10.45 A.M.) Letters, 11.00 A.M.
Samarra and Wuchow.	Wuchow	Friday, 10th Aug., 4.00 P.M.
Manila	Samarra	Monday, 13th Aug., 4.00 P.M.
Manila, Brisbane, Sydney, and Melbourne.	Changsha	Wed., 15th Aug., 3.00 P.M.

TO-DAY.

Sale, Umbrella, 13, Beaconsfield Arcade, Mr. John Andrew, 2.30 p.m.

Sale, Crown Land, 3 p.m.

NO MORROW.

Sale, Shirts, Sales Rooms, Messrs. Hughes and Hough, 11 a.m.

Sale, Furniture, 2, Richmond Terrace, Mr. G. P. Lammert, 2.45 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

SATURDAY, 28th July.
EXCHANGE.

ON LONDON.—	2/0
Telegraphic Transfer	2/0
Bank Bills, on demand	2/0
Bank Bills, at 30 days sight	2/0
Bank Bills, at 3 months sight	2/0
Credit, at 3 months sight	2/0
Documentary Bills, 4 months sight	2/0
ON PARIS.—	252
Bank Bills, on demand	252
Credit, 4 months sight	252
ON GERMANY.—	205 1/2
Bank Bills, on demand	432
Credit, 60 days sight	432
ON HAMBURG.—	150 1/2
Telegraphic Transfer	150 1/2
Bank, on demand	150 1/2
ON CALCUTTA.—	150 1/2
Telegraphic Transfer	150 1/2
Bank, on demand	150 1/2
ON SHANGHAI.—	71 1/2
Private, 30 days sight	71 1/2
ON YOKOHAMA.—	72 1/2
Bank, on demand	2 p.m.
ON SINGAPORE.—	2 p.m.
On demand	2 p.m.
ON BATAVIA.—	120 1/2
On demand	3 p.m.
ON HONGKONG.—	23 p.m.
On demand	23 p.m.
ON SOERABAYA.—	60
Bank's Buying Rate	2.90
GOLD LEAF, 100 fine, per tael	53
SILVER, per oz.	28

PASSENGERS.

ARRIVED.

Per *Chunwang*, from Saigon, 203 Chinese.

Per *Victoria*, from Moji, Mr. A. Harwood.

Per *Emmeralda*, from Manila, Messrs. Ker, Smith, & Pratt, G. Gales, P. Walsh, J. H. Clarebore, E. Hyland, A. Michelson, and D. Fix, Mr. and Mrs. McGregor, Mrs. Elena and 117 Chinese.

Per *Manoussakia*, from Portland (Oregon), Messrs. Auld and Price.

Per *Lygon*, from Shanghai, Mr. Roger Miss Roger and Mr. Torgus.

Per *Donkey*, from Yokohama, &c., Messrs. Boell, Deany, Bels, and Larive.

Per *Donkey*, from San Francisco, &c., Capt. J. G. Green, U.S.N., Asst. Paymaster, Y. S. Jackson, U.S.N., Messrs. A. F. Brown, J. Carroll and native servant, H. N. Mickle, Mrs. P. H. Willis, Mrs. Chas. Thorn, Miss L. Meiners, Mr. M. Watson, Major and Mrs. H. C. Higgins and native servant.

Per *Ernest Simon*, from Hongkong, from Messrs. Lieut. Duocory, Mr. Greilhammer, Mrs. Weissmann, Messrs. Le Bras, Salom, Goursou, and Gallen; from Colombo, Rev. Frere Gabriel, from Singapore, Messrs. A. Cypher, A. Harper, Miss G. Hooper, Miss Strang, Rev. Frere Francis, from Saigon, Mr. Nichols; for Shanghai, from Messrs. Messrs. Liou, Huang and Dreyfus; from Saigon, Messrs. Jacquin and Fauri; for Nagasaki, from Port Said, Mr. and Mrs. Loecker; from Singapore, Mrs. Oishi, Mrs. Shuka, Mrs. Oishi and Mrs. Onouchi; from Saigon, Mrs. Marston; for Yokohama, from Messrs. B. Suzuki and Bloch; from Singapore, Mrs. Torgus-Hiro.

DEPARTED.

Per *Hitchi Maru*, from Hongkong, for Singapore, Mrs. Blomco, for Messrs. M. T. Kashimura, for London, Capt. Jones and Mr. F. S. Colman, for Colombo, Messrs. K. M. Sarisapper, U. O. Collier and Simon, for Messrs. Messrs. K. Fujio and T. Yoshimoto; for London, Messrs. J. Weir, S. Taketa, Dorrell, J. Osborne, J. Crabtree and A. G. Hamilton Smythe; for Penang, Mr. and Mrs. C. J. Cole, Messrs. Chas. E. Horth, J. A. Silva and B. Apper.

Per *Kawata Maru*, from Hongkong, for Manila, General and Mrs. H. Smith, Mrs. Wolf, Mrs. Wholworth, Mrs. C. H. Hale, Mrs. Cooper and child, Miss Lowee, Mr. E. H. Moore, Mr. Kuts, Miss Lucy Cannon, Miss Emma Smith, Capt. Biddle, Mr. A. Isabelle, Miss A. Angela, Mr. E. Hidalgo, Mr. F. Gordin, Mr. J. Cabal and Mr. H. Clarke; for Sydney, Mr. and Mrs. Clapperton, Miss Craik, Miss M. P. W. Wood, Mr. H. Finch, Mrs. Fawcett and two children, Mr. and Mrs. J. L. Farnase, Mr. and Mrs. A. D. Barnard, Mr. Alardyes, for Melbourne, Mr. C. Readstone and Mr. H. L. Price; for Brisbane, Mr. Frank Lyle; from Japan for Manila, Mr. and Mrs. Iokakawa, Mr. D. Garcia, Mr. C. Lamora, Mr. A. E. Weckstrom, Mr. J. McE. Master, Mr. J. McKenna and Mr. E. R. Russell; for Townsville, Mr. J. H. Lynch.

VESSELS EXPECTED.

THE CANADIAN MAIL.

The C. P. E. steamer *Empress of China* arrived at Shanghai at 1 a.m. on Saturday, the 28th July, and left again at 9 p.m. same day for this port, where she is due to arrive to-morrow.

THE ENGLISH MAIL.

The P. & O. steamer *Chusan* left Singapore for this port on the 28th inst., at 1 p.m., via the outward English mails, and is due here on the 2nd August, about 1 p.m.

THE GERMAN MAIL.

The N. D. L. steamer *Prinz Heinrich*, carrying the German Mails with dates from Berlin of the 9th July, left Colombo on Friday, the 27th inst., and may be expected here on or about Wednesday, the 28th proximo.

THE AMERICAN MAIL.

The T. K. K. steamer *Nippon Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 19th inst.

The P. M. steamer *City of Rio de Janeiro*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 19th inst.

THE N. P. steamer *Olympia* sailed from Tacoma for Japan and Hongkong on the 14th inst.

The C. P. R. steamer *Tartar* left Vancouver on the 12th inst., and is due at Hongkong on the 4th proximo.

The P. & O. Company's hired transport *Nankin* left Bombay on Sunday afternoon, the 22nd inst., for this port.

The N. G. L. steamer *Narburg*, from Hamburg, left Singapore for this port on the 25th inst., and may be expected here on or about the 30th inst.

The steamer *Oppack*, from Glasgow and Liverpool, left Singapore for this port on Wednesday, 25th inst., and may be expected here on or about the 31st inst.

The N. P. steamer *Enimmar* sailed from Portland, Oregon, on the 24th inst. for Japan and Hongkong.

The E. & A. steamer *Airle*, from Sydney, left Port Darwin for Timor, Manila and Hongkong on the 26th inst.

BOMBAY-BURMAH TRADING CORPORATION, LIMITED. BANGKOK AND RANGOON.

TEAK SQUARES, PLANKS, BOARDS AND SCANTLINGS, PLANED, TONGUED, AND GROOVED BOARDS, FOR FLOORING, CEILING, WALLING, &c. TEAK SHINGLES FOR ROOFING. PINKADOON RAILWAY SLEEPERS for all GAGES.

Rates Supplied and Orders Booked by JARDINE MATHESON & CO. Hongkong, 2nd May, 1888.

JOINT STOCK SHARES.

HONGKONG, 28th July.

STOCKS.	NO. OF SHARES.	PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.				
Hongkong and Shanghai Banking Corporation	80,000	\$125	30% div. & 10% bonus at 1899-1900	30% p. et. pr. = \$500
Bank of China & Japan, Ltd.	190,875	28	None.	21.
Do. Deferred	1,250	41	None.	44.50
National Bank of China, Ltd.	10,070 A	41	2 1/2 for 1899	\$27, buyers
Do. Founders' Shares	29,935 B	210	2 1/2 for 1899	\$27, buyers
Do. 100 shares	170	41	None	323
MARINE INSURANCES.				
Union Ins. Society, Ltd.	10,000	\$250	30 p. et. = \$18 for 1898	\$202 1/2, sellers
China Traders Ins. Co., Ltd.	25,000	\$64.33	10% for 1898 and 30% for 1899	\$25, buyers
North China Ins. Co., Ltd.	5,000	\$100	10% for 1898	\$121, sellers
Yangtze Ins. Assoc., Ltd.	5,000	\$100	10% for 1898	\$121, sellers
Canton Ins. Office, Ltd.	10,000	\$250	10% for 1898	\$132 1/2, sellers
Strait Insurance Co., Ltd.	40,000	\$100	5 p. et. for 1898	\$1.
FIRE INSURANCES.				
Hongkong Fire Ins. Co., Ltd.	5,000	\$250	\$27 for 1898	\$203, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$29 for 1898	\$79, sellers
SHIPPING.				
Hongkong, Canton and Macao S. B. Co., Ltd.	80,000	\$15	\$1.20 for half year ended 31-12-99	\$301, buyers
Indo-China S. N. Co., Ltd.	90,000	\$10	10 p. et. = \$10 p. et. for 1898	\$70
China & Manila S. S. Co., Ltd.	6,000	\$50	20 p. et. for 1898	\$65, old sellers
Do. 100 shares	14,000	\$50	10 p. et. Capital	\$48, sellers
Douglas Steamship Co., Ltd.	20,000	\$50	12 p. et. for year ending 30-6-99	\$43, sellers
China Mutual S. N. Co., Ltd.	20,000	\$10	10 p. et. = \$10 p. et. for 1898	\$21, buyers
Do. 100 shares	20,000	\$10	10 p. et. = \$10 p. et. for 1898	\$21, buyers
Star Ferry Co., Limited	10,000	\$10	\$1.05 = 12 p. et. for 1898	\$18, sales and sellers
Shell Transport & Trading Co., Limited	18,000	\$100	10 p. et. = \$10 p. et. for 1898	\$300, sellers
REFINERIES.				
China Sugar Refining Company, Limited	20,000	\$100	Final of \$5 = \$7 for 1898	\$114, sellers
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$3 for 1897	\$86
MINING.				
Punjom Mining Co., Ltd.	60,000	\$5	None	\$4, buyers
Do. Preference	30,000	\$1	None	\$1.
Societe Fran. des Charbonnages du Tonkin	10,000	\$2.20	None	\$280, sellers
Queens Mines, Limited	400,000	25 cts.	None	15 cents, sales & sellers
Johanna Mining and Trading Company, Ltd.	45,000	\$5	5 p. et. half year ended 31-12-99	\$10, sellers
East Asiatic Gold Mining Co., Limited	200,000	\$1	10 p. et. = \$10 p. et. for 1898	\$85, sellers
Oliver's Breckhold Mines, Limited	15,000	\$5	None	\$3, sales
Great Eastern and Cal. Gold Mining Co., Ltd.	140,000	\$4	None	\$24, sales
Do. Preference	70,000	\$1	First year	15 cents, sellers
DOCKS, WHARVES, &c.				
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	5 p. et. & 12 p. et. bonus for 1898	512 p. et. pr. = \$765
Hongkong and Kowloon Wharf and G. Co., Ltd.	20,000	\$50	10 p. et. for 1898	\$81, old
Wanchai Warehouse and Storage Co., Ltd.	2,000	\$100	10 p. et. for 1898	\$37, buyers
New Amoy Dock Co., Ltd.	6,000	\$64	22 p. et. for 1898	\$21, sellers
LANDS, HOTELS & BUILDINGS.				
Hongkong Land Investment & Agency Co., Ltd.	50,000	\$100	Final of \$31 = \$6 for 1898	\$100, sellers
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$14 for 1898	\$101, sellers
West Point Building Company, Limited	12,500	\$50	Final of \$14 = \$6 for 1898	\$47 1/2, buyers
Hongkong Hotel Company, Limited	12,000	\$50	10 p. et. for half year ended 31-12-99	\$120, sellers
Humphreys Est. & Fin. Co.	55,000	\$10	5 p. et. for 1898	\$10, sellers
COTTON MILLS.				
Ewo Cotton, Spinning and Weaving Co., Ltd.	17,500	\$10	31 p. et. for period ending 31-12-99	Tls. 50
International Cotton Spinning & Weaving Co., Ltd.	10,000	\$10	3 p. et. on account 1898	Tls. 50
Spin & Weave Co., Ltd.	8,000	\$10	3 p. et. on account 1898	Tls. 50
Soy Chee Cotton Spinning Company, Ltd.	2,000	\$10	3 p. et. for period ending 31-12-99	Tls. 375
Yahong Cotton Spinning Co., Ltd.	7,500	\$10	None	Tls. 40
Hongkong Cotton Spinning & Weaving Co., Ltd.	12,000	\$100	None	\$80, sellers
MISCELLANEOUS.				
Green Island Cement Co.	50,000	\$10	10 p. c. for 1898	\$203, sellers
China Portland Cement Co., Ltd.	7,500	\$20	10 p. c. for 1898	\$203, sellers
A. S. Watson & Co., Ltd.	60,000	\$10	Final of 6 p. et. = \$6 for 1898	\$104, sales
Hongkong Electric Co., Ltd.	30,000	\$10	70 cents per share.	\$95, sellers
Hongkong and China Gas Company, Limited	7,000	\$10	10 p. et. for 1898	\$118.
Hongkong Paper Mill Co., Ltd.	10,000	\$50	\$10 for 1898	\$108, sellers
Geo. Fenwick & Co., Ltd.	6,000	\$25	15 p. et. for 1898	\$44
Hongkong Ice Co., Ltd.	5,000	\$25	Final of \$10 = \$12 for 1898	\$105, sales
Hongkong High-Level Tramways Co., Ltd.	1,250	\$100	\$12 for year ended 30-11-99	\$170, buyers
Dairy Farm Co., Ltd.	10,000	\$7 1/2	6 p. et. for 1898	\$84
Camellia & Co., Ltd.	2,000	\$25	\$1 for 1898	\$8
Hk. & China Bakery Co., Ltd.	1,000	\$50	15 p. et. for 1898	\$20, buyers
Campbell, Moore & Co., Ltd.	1,200	\$10	12 p. et. for 1898	\$12, sellers
Bell's Asbestos & Agcy., Ltd.	10,000	\$1	70 c. per share for 1898	\$10, ex div. sellers
United Asbestos Oriental Agency, Limited	9,000	\$10	\$23 1/2 year ended 30-11-99	\$20, ex div.
Terlan Planting Co., Ltd.	10,000	\$5	None	\$5, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$20	80 cents for period ending 31-12-99	\$9.80, sellers
Watkins, Limited	1,000	\$10	5 p. et. for 1898	\$51, buyers
The Universal Trading Co.	50,000	\$20	None	\$51, buyers

J. Y. V. VERNON, BROKER.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 28th JULY, 1900.

STATION.	Barometer.	Thermometer.	Humidity.	Wind.	Weather.
Vladivostok	29.70	64	82	4	c
Tokyo	29.78	—	—	—	—
Kobe	29.79	—	—	—	—
Nagasaki	29.82	—	—	—	—
Kagoshima	29.83	—	—	—	—
Taipei	29.85	—	—	—	—
Shanghai	29.85	—	—	—	—
Kobe	29.85	—	—	—	—
Koshu	29.85	—	—	—	—
Pescadore	29.85	—	—	—	—
Guttsell	29.85	—	—	—	—
Sharp Peak	29.85	—	—	—	—
Amoy	29.85	—	—	—	—
Swatow	29.85	—	—	—	—
Canton	29.85	—	—	—	—
Hongkong	29.85	—	—	—	—
Victoria Peak	29.85	—	—	—	—
Gap Rock	29.85	—	—	—	—
Macao	29.85	—	—	—	—
Haliphong	29.85	—	—	—	—
Manila	29.85	—	—	—	—
Malate	29.85	—	—	—	—
Bacolod	29.85	—	—	—	—
Iloilo	29.85	—	—	—	—
Cebu	29.85	—	—	—	—
C. S. James	29.85	—	—	—	—

On the 28th at 11.15 a.m. The barometer has risen in the highest in Japan, and lowest over China. Gradients slight for the whole of the China coast. Forecast: light or moderate S.W. wind; rainy.

HONGKONG REGISTER.

Barometer.	Thermometer.	Humidity.	Direction of wind.	Force.	Weather.
29.85	64	82	4	c	

Highest open air temperature on the 28th: 74° F. Lowest open air temperature on the 28th: 64° F. Hongkong Observatory, 28th July.

Messrs. FALCONER & CO. REGISTER, 28th July.
Barometer 29.85, Therm. 64. (Wet bulb) 70.
Barometer 29.85, Therm. 64. (Wet bulb) 70.
Thermometer 64. (Wet bulb) 70.
Thermometer 64. (Wet bulb) 70.
Thermometer 64. (Wet bulb) 70.

HONGKONG TIDE TABLE.

High Water.	Low Water.
Mon. 30	Mon. 30
Tues. 31	Tues. 31
Wed. 1	Wed. 1
Thurs. 2	Thurs. 2
Fri. 3	Fri. 3
Sat. 4	Sat. 4
Sun. 5	Sun. 5

YUBARI AND SORACHI COALS.

HOKKAIDO TANKO TETSUDO KAISHA (HOKKAIDO COLLIERY AND RAILWAY CO.)

CAPITAL: